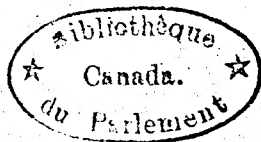


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CORNER STONES OF EMPIRE

BY
T.G. MCKITRICK

THE SETTLEMENT OF
CRYSTAL CITY AND DISTRICT
IN THE
ROCK LAKE COUNTRY



THE COURIER PUBLISHING CO. CRYSTAL CITY. MAN.

PRICE ONE DOLLAR

Introduction

This little book is not published merely as a tabulation of historical facts. The purpose of the author is to enable, if possible, those who read its pages to obtain a clearer conception of the aims and objects of that band of noble men and women who left their homes in eastern Canada to build an empire on the western prairies, for the benefit of posterity.

Only the barest historical outline covering the first two decades of settlement in the Rock Lake district is attempted. The sketches written by pioneers, or their sons and daughters, give first hand information depicting early struggles, hardships and successes. Brief articles dealing with problems that have harrassed the settlers in more recent years, are inserted to show that sons and grandsons of the homesteaders did not take over a free inheritance, but in many cases responsibilities and difficulties were increased, with the change from primitive, but carefree conditions to the modern mode of living.

Each family in the district would greatly assist future historians if a beginning was made, at once, in compiling a complete story of that family. Only in this way may accurate records be preserved.

The experiences here related were repeated over and over throughout western Canada, and this book is dedicated to the honored memory of the pioneers of the Canadian prairies.



Hon. Thos. Greenway



Hon. Robt. Rogers

**Hon. Thos. Greenway—Proprietor Prairie Home Stock Farm.
Member Dom. Parliament, South Huron, 1874-8.
First Member Mountain Constituency in Manitoba, 1879.
Premier Manitoba, 1887-1898.
Chairman Board of Railway Commissioners.**

**Hon. Robt. Rogers—Clearwater Merchant, 1880.
Minister Public Works in Roblin Government.
Member for South Winnipeg, and Minister of Public Works
in Dominion Government.**

: Corner Stones Of Empire :

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CHAPTER I.

LOCAL HISTORY

The measure of a nation is the sum total of the measurements of the units that make up that nation.

The true story of a people is found in the lives of its individuals.

The map of a country, once secured only through arduous journeys into unknown wilderness, may now be accurately and quickly sketched by explorers seated comfortably in a luxurious aeroplane; but the national and economic greatness of a country can be measured only by the achievements of the human atoms who develop in their own sphere the natural resources of the State.

The study of the life and achievements of the pioneers of Canada is full of fascination to a student of history, and no subject should prove of greater interest to the patriotic Canadian citizen who is proud of our great Canadian Nation.

Pride in our people increases as we study their aims; and an intimate knowledge of the hardships and trials that befell them in pursuing these aims, engenders in us an enduring love and reverence for the memory of these men and women, who with infinite patience, courage and endurance, established well the foundations of our national greatness.

Canada, as a nation, compared with the other nations she ranks with, is very young. Canada as a geographical division of the earth's surface is very old.

The Canadian people, the product of the union of the representatives of the finest races in Europe, is the only people we have to deal with in this brief story; but the story of the physical development of the country itself takes us back millions of years before the glacial age left its mark for all time on the American continent.

Of the formative period of the earth's existence we note only one outstanding fact — that the final settling of the earth's crust left a depression now known as Hudson's Bay, extending well into the heart of the North-American continent. One fact in connec-

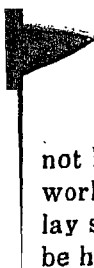
tion with the glacial age only concerns us — that whatever the topography of the continent before that time, it remains now pretty much as it was at the close of that period of levelling and scaring, and will so remain until in the infinite evolution of the universe, extending over countless millions of years, a further development, not of our comprehension, will take place.

The next development, perhaps hundreds of millions of years hence, has a speculative value for purposes of mental distraction, but to the surface disturbances of the last glacial period we owe much of the beauty and value of the vast level plains, the picturesque hills, the sparkling lakelets and entrancing rivers of central western Canada, which is now filled with the comfortable homes of a prosperous people.

Of these beauty spots Rock Lake in southern Manitoba stands as a geographical point, and as we shall see as our story proceeds, it has proven to be a point having dimensions.

CHAPTER II.

ROCK FOUNDATIONS



"When we build, let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when these stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substances of them — 'See! This our fathers did for us'."

Those words of John Ruskin applied with great forcefulness to the attitude taken by pioneers of western Canada.

In contending for personal rights, for civil and religious liberty for laws that would be equitable and just, the ancestors of the present generation of the Canadian people developed a moral strength equal to their physical powers and daring. The torch of Truth lighted nearly 2000 years ago, and which at times appeared to shine but dimly, has become a great light in recent centuries, and as torch bearers the Canadian people now living are inspired by the heroism and self-sacrifice of those from whose hands the torch had been received.

The work of interpreting the great elementary truths of Christian civilization and crystallizing them into practical legislation, and into practical every-day life and conduct, goes on, and

this is the task assigned to our Canadian Statesmen and to our citizens today. Long accepted theories and practices are now examined with the aid, and in the light of that mighty torch of Truth which we carry; and these theories and practices we approve or reject as they appear under the test. Our fathers won for us the right to do this. We are unworthy sons, indeed, if we fail to scrutinize all laws, now existing or proposed, with the object of knowing whether they conform to the standards which are guaranteed us in our own Canadian constitution and by the great principles which stand as the very foundation of our belief. In so far as our laws conform to the great basic principles of Justice, Equity and Truth, and run in parallel lines with the Golden Rule of "Do unto others as you would have others do unto you," they are good and should be defended. In so far as our laws are unjust, oppressive and harmful, they are bad and should be condemned. Viewed in this light Canadian Civil Laws are right or wrong just to the extent that they measure up to these standards. Canadian commercial laws are right or wrong just as they guarantee equal opportunity of trade to all the people, or show favoritism to one class or section of the people while oppressing another. Canadian social and criminal laws are right in so far as they protect the weak and raise the fallen to a higher plane; and they are wrong if they add oppression to distress and degradation to folly.

These primary essential facts are unassailable; and so simple that to lay them down as a foundation on which to build a great world power may seem to some unnecessary. Must we then draw attention to the fact that the club of the cave man, with which he beat his wife or his neighbor into submission (proving that might was right) has been handed down faithfully through thousands of generations of cave men, even to the present generation? The devastating work of that bloody weapon is as plainly in evidence today as are the shell holes along the battle fronts in a war-torn world.

In this period of reconstruction we would destroy all such weapons, putting them out of the reach of modern cave men. We would alleviate to some extent if possible the suffering caused by their activities in the past.

We would lay deeper and broader the noble foundations of national greatness, already begun by our illustrious Canadian pioneer forefathers who, with prophetic faith, dedicated this greater Britain as the home of a chosen people, freed from the shackles of despotism and tyranny.

Where unstatesmanlike acts of vandalism have impaired these foundations, where unpatriotic selfish greed or mis-shapen policies have threatened to undermine our national security, we would repair, re-build and restore. We would prepare the way that future generations of Canadians might indeed enter unimpeded into their priceless and glorious inheritance.

Such was the spirit and such were the desires and ambitions of the men who opened to the world the great Canadian West, and such should be the aim and desire of the Canadian citizens of to-day who inherit the benefits and advantages attained by their forefathers.

CHAPTER III.

HUDSON BAY FRONT DOOR OF THE WEST

We must first note how Hudson Bay, and the great North American plains drained by it, became known to the races who finally settled these plains, and made this great inland ocean their front door, through which the first real settlers came into Central Western Canada, and which is being opened even wider to the commerce of the world. Bare facts will suffice.

The first contact of the European races, that of the Norsemen from Northern Europe can be passed over because their country failed to follow up the explorations of Erick the Red, 986 to 1000 A.D. Had these seekers after homes and freedom settled here in North America, instead of Greenland, and Iceland, Canadian history would not read the same as it does now. The voyage by Columbus from Spain in 1492 to Islands near the coast of North America, was followed in 1497 by the Cabots from England, exploring what is now the Canadian eastern coast, and these brave explorers later reached the Hudson Straits when trying to find a water route westward to India. Henry Hudson of England reached and explored the great inland ocean, now known as Hudson Bay. Being compelled to winter there, he was set adrift in a small boat by his mutinous crew, and the great ocean he discovered became his grave. Well might it bear his name.

Hudson Bay, now becoming known to the world, was further explored by many navigators, and trading ships found their way into the inland ocean seeking furs from the natives who came to its shores. Among these explorer-traders was Henry d'Iberville, a French-Canadian, who resenting the treatment he received from

the French authorities in New France, went to England, where he so interested Prince Rupert and other influential Englishmen in the possibilities of the fur trade that the Hudson Bay Company was formed in 1670, with Prince Rupert its first governor. This company of English adventurers trading into Hudson Bay was given a charter by King Charles I of England, which not only secured for them a monopoly of the fur trade, but gave them absolute ownership of the territory, drained by the rivers flowing into Hudson Bay. This was actually most of the territory now known as Western Ontario, all of Manitoba and Saskatchewan and most of Alberta, because the Albany, Winnipeg, Red, Pembina, Souris, Assiniboine, Saskatchewan, Bow and other rivers draining this area, empty their waters into Hudson's Bay. But no one knew this in 1670, and even had they known of this vast territory nearly as large as Europe, it would have made little difference as this new country was valued only for its furs at that time.

Later on, in 1691, Henry Kelsey, an employee of the Hudson's Bay Company at Port Nelson on Hudson's Bay, wishing to make the acquaintance of the Indians in the interior for the purpose of inducing them to come to Hudson's Bay Posts to trade, accompanied a tribe of them back to the prairies. He was thus able to explore the prairie regions for more than two years, and when he came back to the post the following year, he was allowed to bring his Indian wife into the Hudson Bay Fort, as a concession to his bravery and in acknowledgement of his success in exploring the western prairies, and making friends with the customers of this great commercial company.

England at this time claimed ownership of a large part of North America by right of prior discovery, because of the good work of John and Sebastian Cabot. The British explorer-trader, Henry Kelsey, who explored our prairies in 1691, was the first white man to see the prairies of western Canada. Perhaps the amorous romance which culminated in his marriage to the Indian maiden, began in a primeval leaf hung bower on the park like shores of Rock Lake, while the mother was away in her birch bark canoe, angling the sparkling waters for the elusive pike, which would be the dinner for the family, including their white guest, in case the father failed to bring home a fresh supply of venison. Little wonder that the glamour and tradition of romance has clung to the valleys and glens of this lovely spot, and makes its responsive appeal as an annual commemoration of Cupid's victory of 1691, when the winsome brunette of North America captured the heart of the English explorer and trader, seeking romance and adventure on the prairies of the new found continent.



CHAPTER IV.

LORD SELKIRK AND THE WEST

Immigration of families from England, Ireland and Scotland into Canada was enormous, following the consolidation of British rule in 1763. It is estimated that before the middle of the next century not less than 100,000 families, including some from countries in northern Europe, had found homes in what is now Canada. The province now known as Ontario became almost as exclusively British as Quebec was French.

The work of settling this great British country attracted the attention of Lord Selkirk of Scotland. In 1803, following a period of hard times, he established three shiploads of Scotch people on Prince Edward Island. Then he founded a settlement in Ontario.

Now the call of the western prairies with their rich soil ready for the plow, was heard by this brave man, anxious to help his people. In 1811 a first shipload of daring adventurers landed at Port Nelson on the Hudson Bay, their destination being the rich valley of the Red River. Other shiploads followed to settle the grant of land which Lord Selkirk named Assiniboia, now Manitoba.

But the Selkirk Settlers were not the first arrivals in the Red River Valley, for three quarters of a century before that date La Verendrye, the French-Canadian explorer from Montreal, had established a fort at the fork of the Red and Assiniboine rivers, called Fort Rouge, in the interest of the fur trade. Forts were also established at Portage La Prairie, Fort La Reine, and near Dauphin.

Learning from the Indians that the Mandan tribes on the Missouri River knew of a large body of water far to the west, La Verendrye determined to seek information from them. Travelling from Portage La Prairie to Rock Lake, thence to St. Johns, N.D., he met in with the Mandans about where the city of Bismark now stands as the capital of that state.

An expedition was arranged, but when the Rocky Mountains were sighted, the Mandans refused to go farther. Before leaving the Missouri on his return trip La Verendrye planted a leaden plaque, establishing the fact of his being there in 1743. It is interesting to note that this plaque was found on the banks of the Missouri by a school girl of the United States in the year 1913.

At the time of the great explorer's visit to Rock Lake there were no horses in the country and he followed the Indian footpath. Horses were brought to the continent by the Spaniards on the west side and by the French on the east. These multiplied rapidly and

passing from one tribe to another soon all the Indians had their horses which were used chiefly to hunt game. Later when carts and wagons were introduced the old Indian paths were followed. In the course of time these wagon ruts became nearly as deep as the buffalo paths which can still be seen near many water courses. A piece of the trail which La Verendrye followed may be seen on the Brown farm, north of Rock Lake.

These famous Canadian explorers must have escaped the amorous glamour that surrounds this beautiful lake, but they are surely deserving of a monument to their memory as the first white men known to have visited the now well known Rock Lake District in Southern Manitoba.

Following the establishment of this chain of forts by La Verendrye and his sons came many fur traders to the great western plains and a wealth of furs was taken eastward each year to enrich the merchants of Montreal.

Around Fort Rouge grew up a settlement of people whose fathers were these French and British traders and whose mothers were the daughters of the country, the first women of Manitoba.

These people were fur hunters and traders and they made the farmers, brought out by Lord Selkirk to settle the country, about as welcome as a snowstorm in July, fearing they would destroy the fur trade and despoil the half breeds of their lands.

Strife and bloodshed, hunger and sorrow followed for these British colonists of 1811. At times they were driven from their homes, and evidence of their sojourn at Walhalla, N.D., are found in headstones in the Walhalla cemetery.

CHAPTER V.

NEW DEVELOPMENTS

With a Governor and Council administering the affairs of the Colony some semblance of order was preserved in the Red River Settlement. Schools and churches were established, and the population increased.

A tremendous flood of people swept westward in the United States following the close of the Civil War. St. Paul became a great trading centre, and a large volume of trade sprang up with the Red river settlement in the British Colony of Assiniboia. No less than 1500 Red River Carts were employed in freighting goods to and from St. Paul.

Steam navigation began on the Red River in 1861. Three boats were in service operating for both passenger and freight traffic.

A visitation of grasshoppers in 1868 destroyed all crops and the settlers of Red River were in distress, but they were not without friends. The State of Minnesota sent a generous gift of \$5000. The Government of Assiniboia made a grant to the people of 1600 pounds. The Hudson Bay Company made a grant of 2000 pounds, and the Government of Canada sent \$20,000.

In 1869 negotiations were begun between the Canadian Government and the Hudson Bay Company with a view to making Assiniboia a province of Canada. The price agreed upon for the whole of the Hudson Bay Territory was \$1,500,000, but the company reserved one-twentieth of the land, all of its forts and trading posts and 45,000 acres surrounding its posts. In Rock Lake district sections 8 and 26 in each township were Hudson Bay lands.

The Dominion Government in 1869, anticipating a favorable conclusion to the negotiations, sent out surveying parties to begin survey of the land. These were stopped by the half breeds of Red River who claimed all the land as their own, and set up a provisional government under Louis Riel. Troops were sent from the east to put down the uprising. This was called the Red River Expedition, and it was compelled to travel up the lakes then overland to Red River over the Dawson Route because no military force may travel through a foreign country.

While this military force was on its way the Canadian Government passed the Manitoba Act (1870) which made Assiniboia a province of Canada. It also provided for setting aside 1,400,000 acres of lands to satisfy half breed claims. Much of this Half-breed Script fell into the hands of land speculators, hindering closer settlement, when the homesteaders came to settle on their land. Many of the soldiers who came to fight remained to plow, and the work of surveying the prairie land of Southern Manitoba into square sections of 640 acres (1 mile square) and quarter sections ($\frac{1}{4}$ mile square) proceeded rapidly in anticipation of an invasion of settlers from eastern Canada.

CHAPTER VI.

MANITOBA A PROVINCE OF CANADA

Old Assiniboia coming into the Canadian Federation in 1870, as a province of Manitoba, had an area of 13,500 square miles. The United States border, the 49th parallel of latitude, was the

southern boundary. The 99th Meridian, one mile west of Clearwater, was the western border, Rock Lake then being in the North West Territories. In 1877 the western boundary was extended to the 100th Meridian and the area became 73,956 square miles.

In the year 1912 a further extension of the boundaries of Manitoba was made northward to the 60th parallel and eastward in the northern part to that point where the 89th Meridian touches Hudson Bay. The area now stands at 251,782 sq. miles, and with a shore line on Hudson Bay of 500 miles, Manitoba is now one of the most important maritime provinces, notwithstanding her inland location.

A census of the population was taken in 1870 which showed a total of 1565 of all whites, ~~5757~~ French halfbreeds; 4,083 Scotch and other halfbreeds, or a total of 11,405, besides many Indians. The Dominion Government based the first cash subsidy of 80 cents per head on a population of 17,000.

Adams G. Archibald became the first Lieutenant-Governor of the new province of Manitoba and the settlement managed to assemble a Legislature of 24 members with Alfred Boyd as Premier. The Council of 7 members was soon abolished.

Schools in Old Assiniboia were supported by voluntary subscription and much credit for their success must be given to the Anglican and Roman Catholic Churches, which supplied both money and teachers. Lord Selkirk also assisted in establishing schools and in 1869 there were a total of 33 in the area settled.

In 1870 the new province was divided into 24 school districts, corresponding to the electoral constituencies. The report on Manitoba Schools for the year 1871, submitted by Superintendent of Schools, W.C. Pinkham, was included in the appendix of the Manitoba Legislature for that year. In the report praise is given to Mr. W.F. Luxton (founder of the Free Press Newspaper) "as a teacher in the school in the little village of Winnipeg, just north of Fort Garry".

The report on another school read: "The present condition of the school is unquestionably due to the fostering care of the Church Missionary Society. The teacher, a very excellent and worthy man is, if I do not mistake, a pure Indian."

The passing of the Municipal Act of 1873 was followed by the formation of municipalities. Local school districts were then formed, averaging about twenty square miles, and having power to levy taxes for their requirements.

In 1880 Manitoba had 40 Roman Catholic schools with 1941 pupils, and 271 Protestant schools with 10,831 pupils. Manitoba University was organized in 1877, the affiliating colleges being St.

Boniface, R.C., St. Johns, Ang., and Manitoba, Pres. Wesley College (Methodist) was founded in 1888, the Medical College in 1888 and the Agricultural College in 1903. Brandon College was established with a separate charter in 1901. Faculties of Law, Engineering, Architecture and Pharmacy were later added to Manitoba University.

CHAPTER VII.

THE NEW PROVINCE EXPANDS IN POPULATION AND COMMERCIAL IMPORTANCE

Governor Morris estimated there were not less than 50,000 Buffalo Robes exported from the province in the year 1873, in addition to \$100,000 worth of furs. Most of this, of course, was purchased by American traders.

In 1886 there were ten flour mills in Manitoba, and the food of the people was rapidly changing from Pemmican and the meat of wild birds and animals, eggs and fish, to grains, vegetables and meats from animals raised and fed on the farms of the settlements.

The official estimate of yields of grain in the province in 1886 was as follows; Wheat 32 bushels per acre, with a total of 480,000 bushels, and in that year a few hundred bushels were exported to eastern Canada. In 1886 there were also grown 380,000 bushels of oats and 373,000 bushels of barley.

▶ In 1888 the wheat crop reached a total of 1,000,000 bushels.

Good years alternated with bad. Frost, at times, almost totally destroyed the crops, and insects took their toll as now.

Settlers began to pour in to this wonderland of open prairie and rich soil. Six thousand Mennonites from Southern Russia settled in the southern part of the Red River valley in 1874-76. In 1875 about the same number of people from Iceland corrected the mistake their Norse ancestors had made in not remaining in the country on the occasion of their visit nearly a thousand years earlier. These settled farther north and in many central locations.

People were also arriving from Ontario, Quebec and the Maritime provinces, settling along the Red and Assiniboine Rivers and soon the lands around Portage La Prairie, Brandon, Winnipeg and Emerson were occupied.

The work of surveying lands was pushed forward with all speed. Having completed a survey of a large part of the Red River Valley the surveyors turned their attention to the rich prairie

lands of the south west corner of the province, and by 1878 all lands south of Rock Lake and west of the Pembina were surveyed. The 99 feet road allowance left around each section was objected to by many settlers as being a useless waste of land and a breeding ground for gophers, but modern Highway requirements of later years have appeared to have justified the earlier judgment of the government on this matter. Road allowances running east and west continue in a straight line, but because meridian lines narrow until they finally all reach the same point at the North Pole, it became necessary to make adjustments as the survey proceeded north. Such adjustments are called "Correction Lines."

CHAPTER VIII.

WHAT THE HOMESEEKERS FOUND WEST OF THE PEMBINA IN 1878

Tales of the wonderful Rock Lake district had been carried eastward by the surveyors who had completed their work to the western boundary of the province. The country was also well known to members of the Boundary Commission that had been employed in marking the Canadian-United States boundary, and Indians and Halfbreeds travelling between Red River and St. John, N.D., kept the Boundary Commission Trail well beaten.

A Land Office had been established at Nelsonville (Morden), with Henry Landerkin in charge. This official was regarded by the homeseekers as a most remarkable man for he would entertain his callers by reciting chapter after chapter of the Bible. He learned the topography of southern Manitoba in the same masterly way and could give valuable assistance to green newcomers in selecting suitable homesteads.

By the year 1878 the best of the land east of the Pembina was taken up and settlement on the west side began. John Adams brought his family, following the Commission Trail, and selected his claim in the shelter of the timbered Pembina hills. James Reed selected the north-west quarter of section 24-3-12, part of which is now the Crystal City townsite.

William Butchart located about two miles north of the Reed homestead. Alexander McLaren and his sons selected their lands north, and also north-west, of Clearwater.

Thomas Greenway, a member of parliament for Huron, made a trip to Manitoba in 1878 and inspected the lands of southern

Manitoba with a view to bringing out settlers the following year.

Residents of Bruce County, Ontario, sent representatives to Manitoba to select a suitable place for settlement. The two men selected by the colonists to visit the country and choose a place for settlement were James Murdock and James Steel.

On arriving in Manitoba these two men made a start from Emerson in April of 1878. The men walked but had a spotted pony and a Red River cart to convey their provisions, bedding, some grain for the horse, and a couple of guns.

Passing through the Mennonite country, the Pembina River was crossed with difficulty. A raft was constructed of dry poplar poles and on this the provisions and blankets were safely taken over. The raft was then brought back and the cart fastened behind and floated to the other side. The horse swam.

The party now followed the old Boundary Commission Trail westward until very near the location where Crystal City now stands. The high elevation, known afterwards as Pilot Mound, was seen distinctly some distance to the north and the men, on reaching the mound, ascended to view the landscape and soon afterwards went into camp at the edge of the woods about three miles further north and near the farm afterwards owned by Mr Balfour.

The men were much pleased with the appearance of the district far to the south. The land was rich, dry and beautifully rolling and there was abundance of good water.

The extensive timber belt along the Pembina River was considered most desirable to settlers from the wooded country in the east. The river, with its various lakes, was also looked upon as an attraction. Walpole Murdock says:—

"The prairie was at this time covered by a dense growth of wolf willow and the grass was of great length, as there had been no fires for several years.

The number of wild fowl was prodigious as many varieties, then common, are seldom seen now.

A hat full of wild duck's eggs could be gathered anywhere in the vicinity of water. Golden plover and grouse fluttered from their nests every few steps in the old grass.

Deer were noticed in groups upon the prairie giving a wildness to the landscape. The warm sunshine of the pleasant spring and early summer days gave beauty and freshness to the expanding leaves in the forest about the lakes. Old buffalo paths and bleached buffalo bones were seen on every portion of the prairie and were an indication of a fine grazing country.

The prairie was covered with wild flowers, many varieties of

which were now seen for the first time.

The meadow larks were scattering their pleasing songs in every direction upon the perfumed air of the uninhabited country."

Having thoroughly examined the large district, the two men returned to Winnipeg and the Hon. Mr. Mills, Minister of the Interior, was corresponded with and it was agreed that no halfbreed scrip should be placed on the four townships 2 and 3-11 and 2 and 3-12, thus keeping speculators out and allowing closer settlement.

The advance guard of the Paisley colonists arrived in the same year, and two cabins were occupied during the winter 1878-79. The cabin located near Barbour's Lake was occupied by Mr. and Mrs. James Beveridge, Mrs. Wilson, mother of Mrs. Beveridge, and Messrs. Robert Blackburn, W. Kemp and John Moffatt. The other cabin was located in a beautiful oak grove near Goudney school, four miles north of Crystal City, and was occupied by Peter Butchart and two Preston brothers, sons of Richard Preston. One of the brothers died during the winter. This was the first death of a white man recorded west of the Pembina River.

Again quoting from Walpole Murdock's record:—

"The men spent most of their time in the woods getting out logs and timber for the house which Mr. Beveridge erected early in the spring of 1879 quite near the slopes of Old Pilot Mound and which was the first house in the country with a shingled roof and a board floor.

During the first winter the solitary settlers were agreeably surprised with the pleasant weather. The shanties were both sheltered by the woods and, although about six miles apart, visits were occasionally exchanged. The nearest post office was at Nelsonville (Morden), fifty or sixty miles distant, and the spotted pony was used by one of the young men to go for the mail at long intervals. Some half breeds and Indians who had been fishing at Rock Lake astonished the settlers by bringing large numbers of frozen pike which they exchanged for flour.

Those were the real pioneer days around the shanties in the woods, both at Barbour's Lake and in Preston's grove. Deer heads with enormous antlers attached decorated the dwellings. There was plenty of dry wood close by and besides the roaring fires of the long cold winter evenings the best of hunting stories were told and the adventures of the day related for the entertainment of the others.

When spring came the settlers arrived in great numbers and white tents and black strips of newly plowed prairie appeared in every direction.



There was no time generally to build houses, as men were anxious to try what the land would produce and spring time was short. The summer of 1879 proved a very wet one and thunder storms were violent and frequent.

It was perhaps eminently fitting that Hon. John Norquay, a man born in Manitoba and owing ancestral allegiance to both the white and the red races, should occupy the position of Premier of the province, from 1878 to 1887, the years of active settlement of the homestead lands. In keeping with the rugged type of training men from the eastern provinces had received, they were offered and received no help whatsoever in securing their farms in this new, strange land.

The year 1879 saw a rush of homeseekers from all parts of eastern Canada swarming over the Manitoba prairies. The Hon. Thomas Greenway organized a company of settlers from Huron County in Ontario, that took up the lands surrounding the junction of the Commission Trail with Crystal Creek. The beginning of Crystal City village is well described in one of the sketches to be found in this book.

A second group settled in the Snowflake district, under the direction of Mr. Greenway, who immediately arranged for a town-site to be surveyed at the famous junction of trail and stream.

A large number of experienced farmers from the Ottawa country and other parts of eastern Ontario made their selection of farms in the Rock Lake district in 1879.

In addition to the group of eight men who formed the Rock Lake Colonization Company, as described by Mr. Parr in his sketch, a large number of homesteaders selected their farms in 1879, either remaining, or returning east to bring their families in 1880. Among those were Wm. Daly, Aaron and Harry Cudmore, Wm. and Albert Werry, John and Ed. Elson, J. P. Smith, John Vasey, S.T. Rand, Wm. Jory, Stephen Jory, Thos. Smallacombe, John H. Stewart, Peter McLaughlin, Robert Reesor, A. Taylor, Donald Shaw, Wm. Landerkin, Jas. Findley, A. Howard, S.B. Lynes, George and Alex Mutch Wm. Ingram, John Seely, Sandy McDonald, Tom Welton, Joseph and Thomas Rogers, Orange Howard, Coleman Hogarth, Wm. and John McKitrick, Jas. Collins, Jas. Pack, Silas Rae, Richard Downie, James Corbett, W. Cruickshanks, Gabriel Holmes, Tom McRae, Findlay McEwen, D.G. McIntyre, Wm. Gardiner, McTavish brothers, Coulthard brothers, Thos. Caughlin, Hagyard brothers, John and Wm. McDonald, L. Manning, Sam Handford, Caleb Handford, D. Headrick, W. Maxwell, J.D. and R.T. Robertson, Jos. Spence, Fred Shilson, Wm. Robert-

son, Geo. Wood, Peter Cram, Robert Duncan, John McInnis, Preston brothers, D.A. Stewart, Murdock brothers, W. Moffatt, James Fraser, John Publow, Robert Stephenson, John Wilson, and sons, R.S. Thompson, James and John Stewart, on the Cypress, and Jas. Cavers, and sons, at Rock Lake, and many others.

Those who remained to spend the winter on their homesteads were glad to see the rush of settlers who hurried in with their families early in the spring of 1880 in order that they might plant gardens and as many acres of grain as they could manage to get seeded.

The arrival of the families in 1880 marked the real progress in the settlement of the community now known far and wide, the Rock Lake District of Southern Manitoba.

CHAPTER IX.

ORGANIZED SOCIETY ON THE PRAIRIE

Mountain Constituency, covering Rock Lake district and north, was mapped out by the Manitoba Government in 1879 and in the fall of that year Thomas Greenway, of Crystal City, became its first Member of Parliament, being elected by acclamation.

In March 1880 a Government Proclamation was issued by the Lieutenant-Governor, calling the settlers of the south end of the constituency to meet for the purpose of organizing into a municipality. The sod house of Thomas Latimer, section 33-2-11, was the meeting place on April 19th, and there were more present than the sod hut would hold so the meeting was held at the east end of the house. Most of the men walked to the meeting as creeks were full of snow and water and unsafe for horses to cross.

Wm. J. Helliwell, Returning Officer, mounted a large snow-bank, brought the meeting to order and called for nominations for a warden and six councillors. After nominations were received by the Returning Officer, D.A. Stewart took the chair.

For warden Wm. Robertson of Pilot Mound, Post Office, and Wm. H. Greenway of Crystal City, Post Office, were nominated. Wm. Greenway withdrew, and Wm. Robertson was elected.

Councillor Ward 1 (1-11, 1-12) John McTavish.

Councillor Ward 2 (2-11, 2-12) James Baker, elected over Arthur Rollins.

Councillor Ward 3 (3-11, 3-12) R.S. Thompson.

Councillor Ward 4 (3-9, 3-10) Robert Reesor.

Councillor Ward 6 (1-9, 1-10) Sam Handford.

No one being present from ward 5 (2-9, 2-10) this ward was not represented, but on May 18th, the Council appointed R. Miller.

The Warden was authorized to go to Nelsonville and secure a list of all lands in Louise Municipality that had been sold or homesteaded. He was also instructed to secure stationery and necessary supplies.

The first meeting of the Council of the newly organized Municipality of Louise was held on the homestead of Wm. Robertson, the warden, section 4-3-11, east of the growing village of Pilot Mound, on May 18th, 1880. Applications for the position of Clerk were received from G.M.C. Howell, Caleb Handford, H. Wood, Alex Murdock, W.D. Ruttan, W.J. Helliwell, D.A. Stewart, and Colin Campbell. D.A. Stewart was selected.

Resolution was passed asking Postmaster-General for better mail service from Mountain City. The warden was instructed to go to Winnipeg to press claim of the new Municipality for a grant of money. Land was assessed at \$2.00, and at a later meeting at \$4.00 per acre.

Almost all of the lands in the southern part of Rock Lake district were homesteaded in 1879. The homesteaders who went back east in the fall arrived with their families or settlers' effects, or both, at Emerson early in March or April 1880. These swarmed into the district as fast as their horses or oxen could drag the loaded wagons through sloughs, across creeks, and over the trackless prairies to the claims selected the year before.

Shanties or huts were hastily erected out of sod for walls, and poles, with brush or hay over them, for roof. A similar hut gave shelter to the animals until some land was cultivated and put into crop, after which additions or improvements were made to the buildings.

A few frame houses were built with poplar poles for studding and beams, rough lumber and poplar shingles from the sawmill at Preston, or from the mill north of Rock Lake, and siding drawn from Emerson one hundred miles away. Almost every homesteader managed to get in from 10 to 20 acres of crop in 1880, and the growth and yield was abundant.

After "seeding" was completed the homesteader started breaking more new land for the next year's sowing, and as there were no cultivators and no seed drills this breaking had to be "backset" in the fall, after the sod was well rotted. In this way a deep well prepared seed bed was made ready for hand sowing;

but the growth of straw was heavy, ripening was slow and crops were badly frozen most of the early years.

Scythes cut the hay and cradles the grain in 1880.

During the summer the mothers planted and cared for gardens and tried to create homelike surroundings out of the wilderness. The children ran wild over the prairies, gathering buffalo teeth, flint arrow heads, stones, Indian hammers, and wild flowers in endless profusion.

Strawberries, sweet and luscious, held up many a breaking plow while the homesteaders had a feed. Strawberries, wild currants and gooseberries, saskatoons, raspberries and cranberries provided not only fruit in season but filled many vessels for winter use, under the watchful eye of the provident housewife.

CHAPTER X.

ROAD BUILDING BEGINS

The second regular meeting of Louise Council was held in W. Parr's house, south of Crystal City, on June 16th, 1880. At this famous meeting foundations were well and truly laid for building the magnificent system of roads now covering southern Manitoba. A call was made on each settler for a certain amount of road labor. Competent men were appointed in charge of construction.

These men were called Pathmasters and were as follows:—James Stewart, D.G. McIntyre, Jas. Corbett, Rich. Downie, Wm. McKittrick, John H. Stewart, James Collins, John Moir, Alex McLaren, Anthony James, Jos. Rogers, James Reid, Wm. Daly, Wm. Allan, Sam Treble, Geo. Peacock, Frank Bell, Wm. Butchart, John Wilson, Thomas Preston, James Fraser, Wm. Robertson, G. Wood, Robert Preston, Robert Armstrong, Sam McLean, Wm. Longman, Wm. Morrow, John Anderson, John McGregor, D.D. Campbell, E. Turcotte, J. Tees, F. Windsor, Thos. Ady, John Evans, Neil McAulay, Wm. Simpson, John Herchmer, Sam Oake, David Carne, John Bissett, D. Duncan, A. McAulay, A. Maxwell, Jos. Spense.

These men made a beginning in road construction by bridging ravines, grading up low places, and otherwise making it possible to travel over the 99 feet road allowances left by the surveyor.

At this same meeting provision was made for the protection of growing crops from stray cattle. Pound keepers were appointed as follows:—John Stewart, James McGinnis, John Elson, Silas Rand, E. Widmeyer, A.J. Rollins, Stephen Jory, Thos. Latimer,

John Publow, J.W. Godkin, Donald Shaw, Murdock McQuarrie, Wm. Ritchie, J. Hope, John F. Clements, Alex Cochran, Joseph Gillett, F. Windsor, Joseph Tees, George Ady, H.R. Miller, E. Stewart, Jabez Bissett, A. Maxwell, Stephen Lynes, W. Simpson.

Treasurer appointed—Applications were received for the position of Treasurer of the Municipality as follows:—James Fraser of Pilot Mound, R. Rollins of Crystal City. Ballot stood 3-3, casting vote elected Mr. Fraser. A rate of three mills on the dollar was struck for the purpose of levying 1880 taxes.

On July 14th, at a meeting of the Council at Robert Miller's house, section 17-2-10, a petition was received from fifty-four ratepayers asking for a bridge over the Pembina River.

On July 31st, at John McTavish's house, section 33-1-12, the good news was received that the Manitoba Provincial Government had placed \$400.00 to the credit of Louise Municipality in the Merchants Bank, Winnipeg, one hundred and thirty miles away.

On August 18th, at Pilot Mound, George Wood was appointed tax collector. A petition was received from 23 ratepayers for a bridge at Clearwater. A by-law to prevent the spread of noxious weeds was passed, and the Attorney-General of the Province was asked to appoint Justices of the Peace.

On Sept. 30th, at Robert Armstrong's, Silver Springs, Goudney School District, (north of Crystal City and west of Pilot Mound) applied for a grant of \$250 which was allowed. This was the first school grant made in Rock Lake District.

A grant of \$25 was made in aid of a bridge at Preston's saw mill between 3-11 and 3-12.

John W. Godkin and Hamilton Wood were accepted as security for the collector of taxes.

Robert Armstrong, W. McDougall and James Beveridge were accepted as security for the Treasurer.

A by-law was passed for the Preservation of Morals, although just how this was to be accomplished is not stated in the record.

A by-law to prevent prairie fires was passed.

First Revision of Assessment Roll was held. Henry Landerkin paid \$26 for a list of landowners in the Municipality.

A LAW ABIDING PEOPLE

The following constables were appointed:—John H. Stewart, James Corbett, Uriah Jory, John Coulthard, Norman Whitten, J. Adams, James Morrow, John McGregor, James Buchanan, John Snetsinger, James C. Robertson, and Sam Oake.

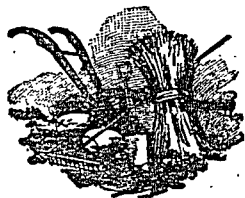
RAILWAY MOOTED

Council met on November 19th, 1880, at the house of L. Manning, section 9-1-10, and received a petition signed by one hundred and fifteen resident ratepayers asking that a by-law be submitted to issue debentures for no less a sum than \$65,000 in aid of the Manitoba South-Western Colonization Railway.

This was granted and the by-law was passed at the December 27th, meeting. Debenture Trustees named Wm. Robertson, Robert Reesor and Wm. Winram.

These Debentures were recalled in August, 1883, but for that length of time the homesteaders were lashed alternately by their dire need of a railway and the threatened bankruptcy of their local government, in debt for \$65,000, with lands assessed at \$4.00 per acre and a three mill rate of taxation.

AGRICULTURAL SOCIETY ORGANIZED



An ambitious public spirited people, such as were the citizens of the Rock Lake district, left nothing undone that could be done to forward the best interests of the community in which they lived. In 1880 an Agricultural Society was organized with a view to holding a "Fair" in the fall of that year. Robert Reesor was President and Hugh McKellar, later Deputy Minister of Agriculture, was Secretary.

The report of the Fair was submitted to the Minister of Agriculture at Winnipeg, and is included in the appendix of the House Journal.

This report mentions a grant of \$200, but apparently only \$100 was received in 1880, in time for the Fair. One hundred and thirty dollars was paid out in prizes, and among items of expense is 80 cents for cheese and 40 cents for crackers. Apparently the judges at least got their dinner.

Winners of prizes were as follows:

R. and D. Reesor—Durham Cattle (apparently quite a large herd) and Berkshire Hogs; Thos. Ady—Durham Cattle, Fowl; G. Smith—Horse; Wm. Butchart—Horses, Sheep, Butter, Garden produce, Fancy work; Thos. Preston—Cow, Vegetables, Ladies'



work; Joseph Wallace—Yoke of Oxen; John A. Murdock—Vegetables, Cloth, Yarn; James Barbour—Vegetables, Butter, Headbasket; Alex Cochrane—Onions; R. S. Thompson—Vegetables; John McGregor—Vegetables; John G. Turiff (Senator Turiff)—Swede Turnips; Richard Preston—General purpose Stallion, ram, Fowl, Vegetables, Home made Straw Hat; A. L. Sifton—Horse; Henry Hope—Pumpkins; Peter Rae—Mare; Austin Wilson—Carriage horse; J.C. Snetsinger—Horse and Harness; James Rankin—Team of Horses; Hugh McDonald—Heavy Draft Team, for which the prize was a set of harness, donated by Haggart & Cochrane; Wheat; R.S. Preston—Sheep, Rag Carpet, Bread, Sewing and Knitting; Thos. Hagyard—Sheep, Vegetables; A. Cockerline—Berkshire pig, Socks, Crochet work; James Murdock—Lamb, Butter, Mitts, Bread, Needle work; Wm. Cockerline—Heifer; D.D. Campbell—Wheat, Barley, and Oats, for wheat the prize was a plow donated by D. Maxwell & Co., Timothy Seed, Butter, hand made Gent's Shirt, which won the President's prize of a \$5 gent's shirt; Jas. Mitchell—Four bushels of Wheat, for which the prize was a plow, donated by Harris & Son, Vegetables; Wm. Robertson—Special book Binding; R. Blackburn—Homemade Cheese, Ladies' Work; James Fraser—Ladies' Work; James McGregor—Yarn; R. Armstrong—Ladies' Work; W. Weaver—Ladies' Work, Wreath Hair Flowers, Waxwork etc.

Most of the prizes quite evidently went to the "men of '78 and '79" whose farms were now producing the second crops.

The name given in the report to the Government; quite evidently, stood for the whole family of that name. It is quite possible that Mr. Turiff, who later became a Senator, was an adept in producing turnips, but it is hardly to be believed that James Murdock, for example, who was an expert stockman and farmer, able to carry off the prize for best lambs, could also pose as an expert in cooking and needle work. The prizes won in that line would in all probability be due to the proficiency of Mrs. Murdock and their daughters Edith and Maud.

FIRST MISSIONARIES

Rev. John Borthwick, pioneer missionary of the Presbyterian Church, was the first minister to cross the Pembina in 1879. During 1880 he made occasional visits to Rock Lake district. Rev. James Farquharson, then a Presbyterian student, came to Pilot Mound in 1880 and ministered to the whole territory. Rev. Andrew Stewart, of the Methodist Church, began work the same year in Crystal City. Services were held in settlers' homes, but the work

of greatest value, of these beloved ministers, was their pastoral visits to the homes of the large territory. Scripture reading and prayer, and words of encouragement, helped the settlers greatly in their lonely homes on the storm swept prairies.

Rev. John Brown, who homesteaded in the Woodbay district, represented the Congregational Church in the Rock Lake district, as his nephew, Rev. J. L. Brown, did later.

Rev. C. N. F. Jeffery, M. A., was the first Anglican Missionary, with headquarters in Clearwater.

In the fall of 1880 the Methodists, of Crystal City, built a log church and organized a congregation and Sunday School under the leadership of Andrew Stewart who later became the honored head of the Theological department in Wesley College, Winnipeg. The deed of the church property, signed by Thomas Greenway as vendor, was drawn in favor of the Trustee Board of the Crystal City Methodist Church, composed of the following:—William H. Greenway, John J. Ring, James A. Reid, John Elson, William McKittrick, Joseph Rogers, George Rogers, all farmers; and Charles Secord, merchant.

This document was registered in the Registry Office in Crystal City, under date of February 24th, 1883, signed by Robert Knox, Deputy Registrar.

SCHOOLS ORGANIZED

Goudney School, No. 87 in the province, had been formed on March 12th, 1880. Mr. Sharpe was the first teacher, and the pupils were mainly the children of the "Paisley Colonists".

Crystal City School District No. 107 was organized November 10th, 1880. The first Trustee Board was Wm. Parr, Chairman, Rev. John Greenway, Secretary, Thomas Sando the third member.

The first teacher was Wm. Rogers, son of Joseph Rogers, who homesteaded a mile south of town. This teacher afterwards became a Methodist minister.

Clearwater School No. 106 was organized November 10th, 1880, and Pilot Mound School No. 105 also November 10th, 1880.

IMPORTANT EVENTS

The first Picnic held in the district was on the top of Pilot Butte in 1879, made memorable by the incident of a baby carriage containing a young baby starting on a trip by itself down the side of the mountain. Walpole Murdock gallantly dashed after it, overtook it and returned the infant to its frantic mother. A Picnic, the first of many, was held in Crystal City in 1880. Baseball teams

were organized, and the teams of Crystal City, Clearwater and Pilot Mound numbered among the famous teams of the province.

The district was not without its exciting occurrences. During the winter of '79 and '80 the Thos. Preston home took fire and was completely destroyed. The inmates escaped in their night clothes, took refuge in the stable and were rushed to a neighbor's home by rescuers. The John Adams family twice lost their shanty by fire.

James Collins, with his wife and small son, had a sod hut in 1879-80. The grass roof twice burned off and they almost froze to death before the roof could be restored.

In the early spring of 1880 the house of Robert Sullivan, four miles south of Crystal City, was burned down and the family found refuge with the Stewart brothers, two miles west.

During the winter of 1880 81 a young man from Emerson, Elijah Reynolds, a victim of alcohol, who had found refuge in the home of Stephen and Charles Lynes, in his effort to escape from drink and the resulting delirium tremens, rushed out into the storm while insane, and although found, he soon died. He was the first person buried in Crystal City Cemetery. John Elson, and his son Edward, Wm, Ingram and others also acting as good Samaritans in caring for him and burying him. John Elson offered a prayer as the rough casket was lowered to Mother Earth, there being no minister in the district.

In 1937, nearly 57 years later, a new bridge having been built across the ravine on the cemetery road at the north edge of the cemetery, men and teams were engaged in the work of making the grade when a human skeleton was unearthed.

This was all that remained of the body of Elijah Reynolds.

The bones were carefully collected and buried in the "Strangers Row" within the present cemetery, by direction of the Coroner, Dr. T. R. Corbett.

Half broken ox teams figured conspicuously in the amusing events of the year; ox teams being more plentiful than horses. Fred McDougall of Pilot Mound, was an expert plowman, but one day his oxen ran away, and headed for the top of Pilot Butte. When the plow began to ascent it jumped into the ground and plowed a good black furrow right to the top.

Expert ox drivers scorned the use of lines. The yoke served to hold the oxen together and their heads were also connected by a rope around their horns, which were often of considerable size and length. Harness was found, in most cases, more suitable than yokes, and the steel trace chains were the finest thing imaginable to frighten green steers, as they rattled against the wagon tongue

or behind their heels, on the breaker plow.

In the case of steers, rope lines were resorted to, as a means of control, but for mature oxen "Buck and Bright" were guided by expressions, get up! whoa! haw! (left turn), gee! (right) back up!, enforced by use of a blacksnake whip when needed, which was the authorized official language, understood by every intelligent ox, but not in every case by tenderfoot immigrant drivers who soon appeared among the settlers desirous of learning farming.

In addition to the whip the ox age developed a vocabulary among drivers that rivalled the language of those who associated with the ornery mule in highly colored and amazingly descriptive epithets. These were, however, well supported by endearing terms for, after all, the ox as a draft animal had many points to recommend him, and his part in the development of the west is deserving of recognition.

On one occasion a green homesteader, having established himself in his cabin, started out to "break". He had been told that when he set up his stakes to "mark out a ridge" he should also take note of some object in the distance in line with his stakes. This young man observed such an object and started his team. But the object proved to be a grazing cow gathering the early anemones with which to flavor her milk, and moving steadily in the direction of a neighboring herd. The homesteader had not observed all this though, and when he reached his "line" he was surprised to find his furrow had somewhat the appearance of an irregular half circle. Realizing the oxen probably knew more about the job than he did anyway, he started them back remarking facetiously, "gee Buck! haw Buck! go where you like Buck! the whole bloody estate has got to be plowed anywy!"

A good yoke of oxen on a 12 inch breaker would plow an acre and a half, or a 14 inch breaker, two acres per day. They spent the rest of the twenty-four hours grazing and resting. They had the disadvantage of being "not so good" on the snow trails in the winter; but they had the advantage of requiring less grain and less care than horses, and they could be fattened and eaten or sold for beef at any time.

They were not regarded as the best thing to throw a saddle over, yet many a settler rode to the post office for his mail on ox back before R. F. D. had been even dreamed of.

Embarrassing moments were sometimes caused by the proverbial stubbornness of the ox. On one occasion a settler was coming home in haying time perched up on top of a huge load of hay

singing merrily: "The Bug, the Bear, the Kangaroo, There's one more River to Cross," but the oxen were thirsty after the toilsome trip in the hot sun, and in crossing the "river" they bolted for a large pond of water.

Into it they ran in spite of vociferous "whoas" of their driver. The load of hay gently toppled into the drink, as the oxen filled themselves; and the driver cooled off in his unexpected bath, it being time to wash up for supper anyway.

The buffalo may have been quite appropriately accepted as the Manitoba Emblem, in view of the importance of pemmican in 1870, but the ox surely should stand as the emblem in the department of agriculture because of his contribution to early development of the province.

The bachelor homesteader never lost an opportunity to play pranks on each other. Bill Ingram of 1-11, on one occasion had gone to see a lady friend and his bachelor pals, Sandy McDonald, Tom Welton, the Elson boys and Johnnie Howitt, wished to give him a neighborly welcome on his return home. Accordingly a pail full of water was adjusted over the door of the young gallant's shack. Then the conspirators withdrew into the shadows of the yard to await results. Results came; Bill arrived home happy but late; opened the door and was promptly drenched with a deluge of water. Grabbing up an ash wagon stake he again faced the now open black doorway of the cabin. "Come out of there ye dirty black divils whoever ye are that threw yon water! Come outside, I say, an' I'll give yer ugly carcasses to the fowls of the air an' the bastes of the field!"

But no one came out, for the "boys" hidden by the friendly darkness kept at a discreet distance, rolling around the yard in an agony of mirth, as Bill continued to address the imagined inmates of his home, calling down on their heads the horrors and vengeance of all the gods and goddesses known and yet to be. Perhaps this would read better in verse. Here it is.

Pranks Of The Pioneers

Bill Ingram was a sonsy lad, an
old time sheik was Bill,
Ontario sent forth a man
when William crossed her sill.
"Hurrah for Manitoba plains!"
yowled Bill, for he could yell;
Disgruntled rivals rudely spat
and chortled, "Go to hell!"

But William filed his prairie claim
intending to reside
Thereon until he made a name,
unless he sooner died.
For neighbors he had spirits keen,
congenial to his taste,
And few the moments that were dull,
and fewer went to waste.

For Ed and Tom and Jack and Bob,
all from Ontario,
Could set our Bill a merry pace,
and faster he did go.
Their breaker plows turned prairie sod,
two acres every day.
Yet these boys filled the night with pranks,
while their oxen filled with hay.

A lady, Heaven's blessing, came
quite near them to reside;
Now William dreamed, and in his dreams
he saw her by his side.
To call on her he fain would go
but feared his godless mates
Would torture him, for they required
her on their own estates.

A nimble brain should never fail
its owner in a pinch;
Nor did our William's. "Ha!" quoth he,
"this problem is a cinch."
A hayman clad in overalls
and smock soon hoed his spuds,
While Sunday suit bedecked the form
resplendent from the suds.

The friendly cow, Bill on her lea
that eve grazed far afield,
But soon returned to seek her calf —
Bill sought heart balm that healed.
And this my story that you read
were finished — quite at end —
Had Tom and Ed and Bob and Jack
not called upon their friend.

Quoth Bob: "This man who wields a hoe
I fear is but a fraud;
But where the devil Bill has gone
is surely very odd."
"Ah, ha!" cried Jack, "I've treed the coon!
his Sunday suit has fled!
Now, by the holy mackerel
that dude were better dead."

A pail of water from the well
was placed above the door,
His shot gun hid, the trip rope tie,
the hut looked as before.
Dame nature in her merriest mood
in league with bold, gay youth
Brought darkness down and hid the four
conspirators forsooth,

From seventh heaven Bill came down.
his suit was wrongly pressed.
His homeward way he sadly sought
in need of soothing rest.
Invitingly his cabin stood
and Bill now sought to enter,
But sprawled, half drowned, upon the floor;
his head the pail did center.

Up sprang our hero with a yell
that rent the night asunder;
And what would happen next, his friends
were left not long to wonder.
For, seizing now a wagon stake,
cut stout on "thirty-seven",
Addressed he thus the dark inside,
adjuring aid from Heaven.

"Come forth, ye blithering cowards all.
Come fight a man, I say!
Four carcasses I'll feed the crows!
Ye die e'er break of day!
What? No? Ye come not to your death?
Four huskies 'gainst a man?
Then by the powers I'll smoke ye out
and I'm the boy that can!"

He rolled a smudge pile through the door
then struck a match, when lo!
A roar of laughter from the yard
disclosed the hidden foe.
"Yea! laugh, you blistered idiots, laugh!
But now your doom draws near;
Go try your turn with Lady Luck,
I'll laugh upon your bier."

A half a century rolled by,
Bill heads a numerous clan
All settled in their splendid homes
near where "Gran'dad" began.
The aged preacher tells how Bill
implored his aid to wed.
"A better job ye'll never do,"
says Bill, "until ye're dead"

CHAPTER XI.

NEW COUNCIL - MORE SCHOOLS ORGANIZED

On the 25th. of January, 1881, the first meeting of the new council was held at Pilot Mound as follows:—Warden, Robt. Reesor; Councillors James Baker, John McTavish, Robert Stephenson, D.D. Campbell, R. Miller and James Caves. R. Rollins and R. Preston were appointed auditors. Grants were made for bridges across Pembina, Cypress, Crystal and Snowflake Rivers.

On the 10th. of March Council met at Crystal City, when applications for the assessorship were read from J.M.C. Howell, Caleb Handford, Robert Armstrong, John Brown, W.J. Helliwell, John Moffatt and R.S. Preston. The office was awarded to John Brown.

The Council purchased from James Laidlaw twenty-four scrapers at \$12.00 each.

Council met at Pilot Mound on May 14th, and after that met alternately at Pilot Mound and Crystal City. A beer license was given Adamson and Acheson at Pembina Crossing (east of Purves on the Old Commission Trail) for which they paid \$100. Half of this went to the Provincial Government, half to Louise.

On June 28th. Court of Revision was held at Crystal City at

which the following names were added to the Assessment Roll:—James McLean, Valentine and Jacob Buchail, R. N. Lea, 14-2-9, R. Waldie, Robert Owens, John B. Sterling, T.P. and A.B. White, 8-3-11, W.J. Garoway, Isaac Carling, S.A. Bedford, 1-1-9, R.J. Patterson, James Taylor, Thomas Fiddler, E. McColl, J.M. Fraser, J. Treleaven, 6-1-12, D. Potter 4-1-12, J. Stewart, T.W. McBain, and A.N. Shane, store at Pilot Mound, John Smith and R. Smith, store, G.F. Tweed, J.M. Stewart, store at Hamilton (near Pembina east of Snowflake), John G. Turriff, afterwards Senator Turriff, 23 3 9.

At the August meeting Pilot Mound, Goudney, Londesboro and Clearwater School Districts applied for special levies.

The winter of 1880-81 had been a busy time for most of the settlers. Oak logs were drawn from the fringe of bush along the banks of Pembina for more substantial buildings.

Logs were drawn to Preston's mill to be converted into lumber and shingles, and the mill was a busy place. Trips had to be made, at intervals, by the settlers, to Emerson, 100 miles away, the nearest town on a railway, for supplies. A week to ten days were required to make the round trip, so it may be surmised that the shacks on the prairies did not at all times provide the cook with everything known to modern culinary science. There was in the main a plentiful supply of food. If flour ran short there was wheat to boil, and rabbits, and fish from Rock Lake. Prairie chickens, being winter residents, helped greatly, in the absence of ducks, geese and cranes gone south for the winter. Cows were scarce, or absent, on many farms and those who had cows found ready sale for butter and milk.

Among the new settlers to come in 1880 were W.H. Davis and family, 1-12. Mr. Davis was the first photographer. Hugh McKellar, N.C. Argue, John and Thomas Coulthard, Wm. Thompson, Joseph Lawrence, 2-13, Robert Rogers, afterward Hon. Robert Rogers, Thos. Cauglin and Wm. Ford.

North of the Pembina River, in what is known as the Glenora district, John and Elizabeth Wilson, with their sons, R.M. and James and daughter Louise (Mrs. T.H.J. Walton) built their home in 1879. Others arriving in 1879 were John and Jacob Nelson with their families, John Montague, David Bentley, Noble and George Lawrence (afterwards Minister of Agriculture in the Roblin Government), Dunn brothers, Blackford, Jerry and Randall; William and Mickle Little, and sister Isabella; Andy Gibson and James Allchine. In 1880 came R.S. Thompson, John Cummings, James Walsh and sons, Robert, Andrew and Thomas, and James Baird.

Alex Blaine saw the opportunity afforded by the demand for

lumber to build settlers' houses, and in 1879 he started a saw mill on the north shore of Rock Lake, west of the present Summer School grounds. Lumber from this mill and from Preston's mill on the east side of Pembina may be found in buildings erected in 1879 that still remain. Shingles were made from poplar, and served well but did not last long, although poplar lumber was found good for inside work. Oak, elm and poplar made good lumber. Indoors, poplar lasted indefinitely.

The Blaine mill was taken over in 1880 by Reeves and Taylor. Both the Rock Lake and Preston mills burned down a few years later. Tom Rogers had a store at the Blaine mill; Asher, the Jew, had a small store on the farm of the Little brothers. Thos. Feeley carried the mail in an ox cart from old Pilot Mound to the Feeley Post Office on his own farm.

James Cavers, and sons, John, James, William and Douglas, homesteaded the lands at the east end of Rock Lake. This old pioneer met with death alone in the bush many years later when at an advanced age, and this, though not the first, constituted one of a long list of tragedies in Southern Manitoba, which included two lost and frozen to death, one burned in a prairie fire, two who hung themselves, several who took their own lives by some other method, and a number who went insane. Doubtless the picture would be brighter without the shaded lines; but this is a history of Southern Manitoba.

CHURCHES ORGANIZE

The settlers who were Methodists had erected a log church in the fall of 1880 under the inspiration of the young missionary, Andrew Stewart. This young patriot set a further good example to the bachelor homesteaders by returning "east" and bringing back a young bride. Rev. James Farquharson, of Pilot Mound did the same, and the Pilot Mound Presbyterian Missionary and his bride were welcomed by the Methodist young couple at Crystal City.

The Sunday School, in which William H. Greenway was later Superintendent, was then organized with Joseph Rogers as Superintendent. This School remained the pride and best achievement of Mr. Greenway until his death a half century later in 1930.

Mrs. James McNamee, Wm. Rogers, Mrs. Thomas Greenway, Ithiel Werry and J. J. Ring were also earnest workers in the Sunday School.

The first Crystal City Choir was organized early in 1881 under the leadership of Wm. Rogers. Members of this first choir were



Ella, Josephine and George Rogers, Eliza and Louise Parr, Minnie Reid, Eliza J. Daly, Coleman Hoggarth, D. W. Duff, and George James McNamee.

The 24th. of May, 1881, birthday anniversary of the good Queen Victoria, was celebrated by holding a picnic and sports on the road alongside the Maxwell warehouse in Crystal City. James McNamee won the men's 100 yard race, also was first in hop-step-and jump, with Mills Argue a good second.

The horse races were run on the John Ring road west of the "town", that is, from the north-east corner of J.J. Ring's homestead to the village on the north-east corner of Arthur Rollins' claim, a half mile course.

Hugh McKellar won first with his fine trotting mare, and Jas. McNamee second with his fast stepping driver.

Thomas Greenway won first in the running horse race, and Alexander McLaren second.

Thomas Greenway had a fine team of drivers that were able to make the 100 miles to Emerson over the Commission Trail in a day and a half. This team distinguished themselves by being the first horses stolen and run across the border into the United States. They were recovered.

FIRST NEWSPAPER

Under the date of September 1st., 1881, No. 1, Volume 1, of the Rock Lake Herald, published at Crystal City, Manitoba, was issued; Thomas Greenway & Co. editors and proprietors. The Company was Mr. McDonald, an all around newspaper man. About the same time R.H. Spedding, together with his father-in-law, John Murdock, established a newspaper at Pilot Mound, called the Pilot Mound Signal. The Signal was bonused by James Fraser to the amount of \$500.

In this first Crystal City newspaper, of two pages home print, and two of ready print, Mr. Greenway carried an advertisement on behalf of the town, referring to it as "The centre of the finest farming districts in Manitoba or the north-west, with splendid crops being harvested."

He concluded his appeal for more settlers with "If you want to make money locate in Crystal City."

Much of the writing by way of local items was apparently the work of "Wes", (J.W.) Greenway, son of the founder of the newspaper, who later became Commissioner of School Lands.

Later editorials would appear to be the work of the writer-printer-editor-manager Mr. Hill, who was brought in to run the

paper.

Reference is made in this first edition of a newspaper in Southern Manitoba, to new towns starting up; Cartwright, twenty miles west; Glasgow, now Baldur, north of Rock Lake; Hamilton, east of what is now Snowflake, and near the Pembina River; Pembina Crossing, the town on the Commission Trail in the Pembina Valley, now non-existent.

Reference is made to the building of the Emerson and North-Western Railway, also to the South-Western Railway, but no information was at that time available as to where these lines would run in Southern Manitoba.

The bountiful harvest of 1881 is mentioned, and the production from 120 farms tributary to Crystal City was estimated at 150,000 bushels of wheat, oats and barley, a showing that was regarded as highly satisfactory for the third crop in a new country.

Local references include a tirade on the hideous noise of howling dogs, as being provocative of the use of profane language; the effusion being appropriately embellished with mongrel verse.

The news columns show that the new "Gristmill" or flour mill was about completed, Mr. Burns, the miller and proprietor, having men at work on construction.

Frank Rollins had arrived from Ontario and had purchased a farm in 2-13.

Arthur Rollins offered his farm west of the town site for \$4000 for the half section.

J.C. Waugh and J.P. Alexander were the candidates for the coming election in the new constituency to the west of Mountain to be called Turtle Mountain.

Wm. Baker from Crediton, Ontario, had purchased some land.

Sam Oake and Caleb Handford, of Snowflake, had paid a friendly call to the office.

The editor of the Nelsonville Mountaineer, and other "sportsmen," had found the fishing good in Rock Lake.

Robert Scott of 1-12, had returned from Ontario bringing a wife. Other bachelors were advised to follow his example.

Wm. Rogers, principal of the "City" school, had driven to Nelsonville intending to write on the teachers' examinations, but they were over when he arrived there. School was re-opened after summer vacation.

Mr. Burns, owner of the mill, had received 2500 feet of lumber from Turtle Mountain (50 miles west) and hoped to have his mill running before the mills that were being built at Clearwater, Pilot Mound, Preston and Cartwright.

The good news had been received that the weekly mail from Mountain City, carried by Wm. Helliwell first, and later by Frank Collins, would be changed to semi-weekly.

Mr. D.R. Elliott had sold a team of horses to Mr. Garraway, of Clearwater, for \$350.

Harvest was so good that as high as \$2.00 to \$2.50 was being paid to "Good Binders." Stewart brothers, John and James, of 1-12 had threshed their oats which weighed 42 lbs to the bushel.

Several items referred to the traffic westward, Crystal City being built on the Boundary Commission Trail, which was so called because it was followed by the surveyors in 1873 while surveying the International Boundary on the 49th. parallel of latitude. Hotels were described as doing a rushing business. Fourteen covered Red River carts had passed through town one day. Those travelling were half breeds from Red River going west to visit relatives and friends in the Turtle Mountains. Most of the travelers were people from Ontario and other eastern provinces going into the country west of Clearwater to "homestead."

In spite of the uncertainty which existed regarding the location of the railway, when it would come, substantial buildings were being built in the town.

Robert Rollins had the first store in 1880. In this first issue of the Rock Lake Herald he carried 20 inches of display space, telling the people that the Post Office Store was the proper place to buy groceries, dry goods, boots, shoes, hardware, medicines and agricultural implements.

He made a strong bid for the trade of "immigrants going into Turtle Mountains and all points west."

The next largest local space was carried by the blacksmith, James Robertson.

The Lorne House was advertised by Daly and Brittain as a "well kept hotel with good stabling in connection."

David Maxwell & Co., with warehouse on corner of Lillian and Short Streets, advertised Maxwell reapers, mowers, rakes, Case plows, Truss rod wagons, grain crushers, 4 and 10 horse-power threshing machines, steam engines. No binders are mentioned.

A large display advertisement of Dr. Fowler's Extract of Wild Strawberry serves as a hint of the difficulty settlers were experiencing with many alkali wells. Later good water was found on nearly every farm, and the district has become famed as a district of good water and plenty of it.

Emerson business men carried quite a lot of advertising in the Crystal City newspaper. The semi-weekly "Gateway Express,"

of Emerson, claimed to be the leading paper in Southern Manitoba. Mr. Ryan used two columns for his general store in Emerson.

McFarlane, Kean & Co. advertised lots for sale in the new town of Cartwright soon to be built. They described Cartwright as the prettiest townsite in Southern Manitoba; first class water power, (Badger Creek), fine timber; rolling prairie.

F.E. Burnham of Emerson, offered lots for sale in Glasgow, 5-15 (Baldur) which he described as "the new town being surveyed in the magnificent Rock Lake District.

Other business places started in Crystal City during 1880 and '81 were Registry Office, John Knox, Registrar. This was opened in Clearwater in 1880 then moved to Crystal City. James McNamée, shoemaker, built his store in 1881, and Smith & Robertson started their store the same year.

PILOT MOUND

From the records of Walpole Murdock, we learn that in 1881 the old town of Pilot Mound became incorporated with James Fraser as Mayor. Dr. McCracken was the first doctor; W.A. Donald the first lawyer; J. M. Fraser the first merchant, post master and banker; and Mr. McLean the first teacher. The Rev. James Farquharson was the first minister; Mr. McDougall the first Sunday School superintendent; Sam Rowe and Geo. Wood the first hotel men; and soon were established the larger stores of Messrs J. B. Baird, Shaw & McBain, D.B. Graham, Dedrick & Son. Some of these stores were in operation before the Signal started. Thomas McKay had one of the early general stores.

The proprietor of the townsite was a great believer in advertising. One day he saw a pencil sketch of the mound which W. Murdock had made. Mr. Fraser immediately requested him to make a larger sketch and place in the picture several of the proposed structures soon to be erected. He made the sketch and located a City Hall, with a bell, a church with a steeple, and a splendid flouring mill with a great quantity of smoke, also an observatory on top of the mound with a flag pole. Mr. Fraser had a cut made in Toronto and that picture was circulated in every part of Canada with the artist's name engraved upon it. The cut was also used on Sports day posters for several years.

CLEARWATER VILLAGE

In Clearwater the first storekeeper, Mr. Tatchel, was succeeded by Mr. Reid who kept store in his house in the valley. Then Hugh McKellar built a log store east of the river and the valley.

Robert Rogers arrived from Montreal in 1880 and built a large store north of the "Mound Hill" in the valley. Jim McKnight was the first clerk in Robert Rogers' store and Alex McBain was his successor. George Affleck was the first shoemaker and his successor was William Ford. Hill Price, the first tailor, was followed by Thomas Smallacombe; Peter McTavish was the first hotel keeper. Dr. Munroe, the first doctor, was followed by Dr. Pinkerton. Robert Rogers was the first postmaster. Before his time mail was received at Crystal City Post Office.

Clearwater people have always taken keen interest in their schools. They had experienced some difficulty in erecting the school building. The district was formed November 10th, 1880. The Secretary-Treasurer was L.O. Armstrong, the trustees being John B. Coulthard, James Laidlaw and Alexander McLaren.

The contract for building the school had been let to Joseph Lawrence, who had arrived from London, Ont., in the same year.

Days lengthened into weeks and only one load of logs had arrived for the new school for which all the residents were eagerly waiting. Finally the Trustees interviewed their contractor Lawrence. They found him ready for them. He had really taken the contract at too low a figure, and now he threatened to sue the board for damages for not showing him the exact spot on which he was to build the school. The contract was torn up and in 1881 the school was built by M. Campbell, P. McLaren, J. McGregor.

Most of the heavy timber and rough lumber was procured in the bush north of Clearwater and at the sawmill north of Rock Lake. The finishing lumber was drawn from Emerson, 100 miles, with ox teams. The complete cost was \$585 and the trustees got possession of their school house in time to open school early in '82.

The immigrants were mostly poor but not all penniless. William Garroway, of Clearwater, loaned the money to finance the building of the school, at 8%, no principal to be paid for ten years. The first teacher employed was William Gallagher, who received \$380 for the year 1882. His successor, Ed. Livingstone, was favored with an increase over this of \$20. At first annual meeting of the ratepayers the new trustee elected was Archibald Taylor, for a term of three years. H. McKellar and R. Rogers, auditors.

R. Rogers was elected to the board in 1883. The teacher for 1884 was John McTavish at a salary of \$425 and an allowance of \$24, for caring for the school. Mr. McTavish died during the year and was buried in Crystal City Cemetery.

Some of the first pupils who attended this famous school were Charles and Will McLaren, Helen Laidlaw, Ed, Ida and Margaret

Affleck. Later pupils included James Gardiner, later Premier of Saskatchewan; J. R. Bell, Manitoba Stock Commissioner; Frank Bell, M.L.A., and a long list of excellent teachers and good citizens in almost all professions.

Among other arrivals in 1881 were John and Thomas Campbell, Wm. Coulthard, Robert Strain, Mr. and Mrs. W. Cranston.

Annie Affleck was the first organist, and later Helen Laidlaw, in the Clearwater Church.

CHAPTER XII.

PROGRESS IN 1882

Louise Council, the local government of the Rock Lake District, met in Crystal City on January 17th, 1882. Warden, John Elson; Councillors, ward 1—Wm. McKittrick; ward 2—W.H. Greenway; ward 3—R.S. Preston; ward 4—Robert Armstrong; ward 5—Charles Strachan; ward 6—Sam Handford. Auditors—W. D. Rutan and James Rankin.

At this meeting Snowflake, Mount Carmel and Star Mound School Districts were formed.

The minutes of the Council were ordered to be printed in the Crystal City Herald, Pilot Mound Signal, the Emerson International and the Winnipeg Free Press newspapers.

Meeting at Mr. Robertson's house, Star Mound, on February 21st, Robert Rollins was appointed treasurer. Cypress School District was formed at this meeting.

Thomas Sando, Rickard Wilson, J.C. Laidlaw and Thos. Sandcock were appointed constables.

Caleb Handford was appointed Assessor. Auditors retired, and Wm. Robertson and Wm. Parr appointed. The matter of securing auditors apparently was causing trouble for the meeting at Queen's Hotel, Pilot Mound, on the 10th. day of May, Auditors Hugh McKellar and Wm. Parr reported. Tax Collector George Wood also reported. Silver Springs, Gowancroft and Pilot Mound School Districts were re-adjusted. There was at this meeting a further protest on the removal of the Registry Office from Crystal City to Pilot Mound which, however, did not take place for another year.

At Crystal City, in May, the Council granted \$4.00 to the Methodist Church for use of their building for the nomination meeting. Warden John Elson was instructed to meet the Prov-



incial Government, to ask for assistance in building bridges.

At the meeting in Crystal City on July 5th, it was shown that \$495 had been spent on roads and bridges to date in 1882.

Horse thieves from United States stole a pair of horses from Mountain City during that summer. Passing through the Crystal City district they stole another team from Stephen and Charles Lynes. Constables R. Blackburn and J. E. Elson followed these gents to Devils Lake, N. D. Wm. Ingram accompanied them. United States officers rounded up the thieves, and the horses were brought back to their owners. At the July meeting of the Council the expenses in connection with this raid were paid by the Council.

The Council met at Ruttanville, near the Pembina River, in August, and recommended Messrs Elson, Crystal City, Handford of Snowflake, and D. A. Stewart of Pilot Mound, be appointed Commissioners in B.R.

In September, in Pilot Mound, Messrs John Elson, A. A. Hobkirk, Alex Murdock, John Pollock, John E. Smith and J. Patterson were appointed collectors of taxes in their respective wards, which appeared to be a new departure in methods of getting the sinues of war.

On November 20th, at Pilot Mound, expense items included hand cuffs and revolver for Constable Whitten.

At Crystal City, on December 20th, D.A. Stewart resigned as Clerk, having been appointed School Inspector some time previous.

In April 1882, Mrs. John Elson died and was buried in Crystal City Cemetery. George Fairhall was buried there on May 21st.

A number of weddings are recorded as taking place in 1880, '81 and '82. The first west of the Pembina River was that of Jas. Stewart and Catherine McTavish. John Coulthard and Jane McKay in April, '82; Alex McBain and Mary McLaren in November, '82; Malcolm Campbell and Sarah McLaren; Dan G. McIntyre and Mary Leitch; James McGregor and Elsie McLaren; John Campbell and Lizzie Glegg; Hugh McKnight and Carrie Waters; James McNamee and Eliza Parr, on January 17th, 1883.

Maggie Laidlaw and Richard Thurtell were the first couple married by Rev. James Farquharson.

Thos. Bell and Annie Reynolds; J.W. Greenway and Miss Daly and J. W. Smaill and Ruthetta Burns in April, 1883.

In 1882 a picnic was held July 4th, on the International Boundary, south of Crystal City, at the "stone pile" where the horse thieves had camped and defied the Canadians to cross the boundary and take them. There were at that time no settlers whatever on the south side of the U.S. border, that part of North Dakota

even being surveyed. A tug-o'-war was arranged, captained by John McKitrick for the 1-11 men, "Yanks," and by John Stewart for the 1-12 men, "Canucks". The heavy Scotchmen of 1-12 proved too much for their opponents, and were winning the day, when Bill Ingram and John McKitrick on the "Yankee" end of the rope swung the line sideways across a badger knoll where their boots gripped the soft earth. That time the "Yankees" won.

SCHOOLS IN 1882

The report of Duncan A. Stewart, Public School Inspector for the year 1882, showed that there were in that year six schools in operation within the Municipality of Louise. Snowflake 1-9 had apparently been visited in the winter after a severe storm when there were only three scholars in attendance. The report explained that this school had recently opened and as yet had no maps.

Clearwater School, in 2-12, was stated to be a neat frame building, desks good and requisites partly provided. Progress poor. Clearwater had of course only opened that year.

Crystal City School and furnishings were reported as being "a credit to the district. W.T. Kenney, teacher, a gentleman of fourteen years experience. More maps and charts needed; classification good and progress satisfactory."

In Goudney School twenty-nine pupils were present when the Inspector arrived. Walter Sharp, the teacher, had merited an increase in salary over 1881. The school was reported too small.

In Pilot Mound School order and discipline was found to be excellent and progress good. The school house was reported comfortable, well seated, with a fair supply of maps and blackboards.

At Londesboro, in 3-10, however, the building was found too small for summer, but in spite of that serious hindrance good work was being done and progress of pupils was considered satisfactory.

Schools, in addition to these, had been erected in Cypress, (1-12), McKenzie (2-9), and Silver Springs (3-10). Fairview, Gowancroft and Woodbay were preparing to build, according to Mr. Stewart's report, and Mount Carmel and Star Mound were under consideration.

With six schools in operation in 1882 within a territory later served by around forty schools, it will be readily understood that there were many boys and girls growing up without the benefit of even a public school education. Long distances were not easily traversed in the days when a carriage was a rare luxury in the community. A few of the settlers, with means, brought in a democrat or a buggy and a few managed to secure a buckboard, but

on most farms the wagon was the only vehicle in summer and the double sleigh the only means of transportation in winter. Many of the rural schools that did struggle into existence, were carried on for many years as "Summer Schools".

Many prominent citizens who were teen age or younger at that time, owe their education to the tutoring efforts of their mothers and fathers, supplemented by their own ambitions and such self-help as they were capable of providing for themselves. The highest praise is due the mothers who moulded the minds of their children, and stimulated in them a taste for good literature. The fathers also, who taught their boys and girls arithmetic and spelling and best of all, set before them the example of a righteous life. The important reforms that were later brought about in church and state and in the commercial life of western Canada were made possible by the earnest endeavors of the parents to bring up their sons and daughters to be good citizens.

CHAPTER XIII.

NO RICHES IN SIGHT YET

The year 1883 found the settlers well established in the Rock Lake district. No one was becoming rich, but in spite of frosted crops and low prices for most of the farm produce, many of the farmers were making satisfactory headway. Others had "proved up" on their homesteads, sold out, or in some cases borrowed money on them, then moved to newer districts, where second homesteads were secured.

Crystal City district was fortunate in being settled by men of substance and stability.

The Council meeting at Crystal City January 16th, 1883, showed this line of stalwart pioneers; Warden, John Elson; Councillors, ward 1—Wm. McKitrick; ward 2—W.H. Greenway; ward 3—R.S. Preston; ward 4—R. Armstrong; ward 5—W.D. Ruttan; ward 6—Sam Handford. Secretary was still D.A. Stewart. The accounts showed that a pile driver had been purchased for \$290, and that freighting it in had cost another amount of \$57.

Anxiety was being felt over tax arrears and D.A. Stewart was instructed to ask the government how to collect these taxes. At the February meeting Council authorized the clerk to borrow \$2,500, at 11%, but relief from financial pressure was apparently obtained by securing a loan from Wm. McKitrick of \$2,000, at 10%.

W.H. Davis was appointed assessor, and Messrs Hugh McKellar and W. Parr were each paid \$25 for their services as auditors.

At the July meeting glanders was reported among the horses, also small pox among the people. Dr. McCracken of Pilot Mound, and Dr. G. Riddell of Crystal City, were appointed health officers.

At the August meeting, held at Pilot Mound, the menace of the new fangled barb wire was discussed. Farms were being brought under cultivation and fenced, and this barb wire fence across an old straggling trail constituted a real source of danger to the unwarned traveller, when visibility was poor.

Municipal rate that year was 2 $\frac{3}{4}$ mills on the dollar by which the council hoped to raise \$5012.

There was great jubilation among the settlers in 1883 when the railroad reached Manitou. Instead of having to travel 100 miles or more to Emerson, farmers of Rock Lake district were now within 15 to 50 miles of market, according to their location.

The coming of the railroad within reach of the district did not, however, prevent the wheat being frozen. No. 1 frozen wheat brought 40 cents per bushel at Manitou, and badly frozen wheat scarcely brought enough to pay the expense of hauling it in. As low as eleven cents for wheat lingers in the memory of some pioneers, and instances are recorded of farmers dumping their grain in the street rather than draw it back home. As high as seventy cents was paid for wheat that showed no signs of frost, an astonishing premium over price of No. 1, no doubt due to keen competition on the part of the mills.

The district west and south of Clearwater earned a reputation for producing the best wheat, because of the lighter soil and earlier ripening.

The number of cattle and hogs was increasing rapidly, and steers three years old and up-wards were broken to the yoke or harness, and sold as oxen to immigrants going west-ward, at \$50 to \$80 each.

J.T. Gordon, an ambitious young cattle buyer, established himself at Manitou and bought cattle and hogs all over southern Manitoba. He later entered into partnership with Robert Ironsides, of Montreal, an exporter, and this firm with abattoir and stock yards at Winnipeg and ranches in Alberta became widely known.

The Rock Lake Herald of December 22nd, 1883, shows that the paper had passed from the hands of the genial Mr. Hill into the proprietorship of P.W. McDonald, who issued the last number March 15th, 1884, after ten months ownership. The paper was enlarged to seven columns, four pages, two of these being printed



in Crystal City. Advertisers were as follows:— R. Rollins, general store, goods to be sold for cash after December 1st; Charles Secord, general store; W. A. Kouk, hardware; James McNamee, boots and shoes; Tweed & Duff, furniture, occupying J. F. Best's old stand, Mr. Best having moved to his farm in 1-12; David Waldie, wagons; J. G. Treleaven, harness; Rogers & Hastings, general store, advertising sale of bankrupt stock; W. G. Smallacombe, tailor; Allert & McWilliams, livery stable; Dr Riddell, drug store; John Pollock, hotel, he announces that he of Silver Springs has taken over the Brunswick House in Crystal City, and his rates would be \$1.25 per day or 35 cents per meal; J. Wellington Smail, Barrister, offers his assistance in securing patents for homesteads; Thos. Greenway as agent of the Freehold Loan & Savings Co., of Toronto, offers to loan money; as also does W.E. Tweed, agent for the National Investment Co., rate 9%.

Dr. Tweed, dentist, declares he has a large experience in dentistry; L. Manning advises the owner of a stray sow to remove the animal from his premises; L. Hilton and Walter Boyd, of Clearwater, advertise for wives; A. C. Clark, of Cartwright, advertises his hotel, the Ontario House; Dr. Fraser, of Cartwright, also carries his professional card; The Anglo-American Hotel of Emerson, is advertised by H. McIntosh.

The I O.O.F. Lodge No. 8 has by this time been established in Crystal City with Dr. G. Riddell as Noble Grand, and E. Doberer as Secretary. Committee in charge of an I.O.O.F. entertainment, A.L. Johnstone, Cartwright, R. Rogers, Clearwater, John Knox, Pilot Mound, Robert Armstrong, Silver Springs, and W. Rance, Manitou.

The life of the new community is fairly well depicted in this issue of the Herald, although there were apparently a number of business places not advertising.

Mountain Agricultural Society had held its annual meeting, at which directors were elected as follows:—R. S. Thompson, Marrihurst, President; Alex McLaren, Clearwater, 1st. Vice-President; R.S. Preston, of Preston, 2nd. Vice-President; D.A. Stewart, Pilot Mound, Secretary-Treasurer. Other directors, D. D. Campbell, Archibald, James Rankin, Silver Springs, R. Rollins, J. Elson, J. S. Cochran, Crystal City, John McTavish, Clearwater. J. W. Greenway and J.S. McLean were appointed auditors.

Hugh McKellar, who had been Sec.-Treas. for three years, was given a vote of thanks and \$50 for his services.

The item in the personal column of this issue of the Rock Lake Herald, dated at Crystal City Dec. 22nd, 1883, was as follows:—

PERSONAL—Two young men of considerable means and leisure wish to correspond with a limited number of young ladies, with a view to mutual improvement and perhaps matrimony. Address:

Lewis Hilton and Walter Boyd, Clearwater P.O., Man.

Johnstone & Malcolmson, Cartwright, offer to take pork and butter in trade. — The Saturday Evening Post announces its 63rd year of publication. Subscription \$2. — The Ontario House, Cartwright, was advertised by A. D. Clark, Prop. — Robert Rogers, Clearwater, was holding a thirty day clearing sale of goods in his general store. — Charles Secord, Merchant at Crystal City, was offering overcoats, fur caps and moccasins at a reduction.

FARMERS' UNION

A meeting of farmers was held at Ruttanville on December 18th, 1883, at which a branch of the Farmers Co-operative Union was organized with officers as follows: President—Robert Miller; Vice-Pres.—W. J. Gosnell; Secretary—W. D. Ruttan; Treasurer—S. J. Vrooman; Committee—J. Jillett, C. Cousins, W. Rae.

Grain prices, Railway and Elevator monopolies, Fiscal Policy, and Land Regulations were fully discussed. A resolution objecting to a tariff on agricultural implements was passed.

In Tisdale items, F. Bucher is pushed for the Reeveship of Argyle. A turkey raffle is advertised, and Rogers & Hastings had started a store there. Rev. Cairns was expected to preach on January 2nd. The broad hint is given in another place that A. A. Hobkirk was to be the next reeve of Derby.

The death of Wm. Parr on December 14th, was recorded. Rev. J. W. Bell and Rev. John Greenway conducted the funeral service.

An editorial article bemoans the tendency of women to load down their persons with an array of finery in their dressing for church, and remarks sagely that "it seems strange that women should choose God's house as the place for a dress parade."

In a terrible accident on the Grand Trunk Railway, Frank Spink of Toronto, was severely injured but was restored by the use of Haggyards Yellow Oil. Needless to say, this cure all became a household remedy. The danger of marrying a drunkard is depicted in another column.

PARENTS VISIT SCHOOL

The quarterly examination in the Crystal City School for 1883 took place in the school on December 13th.

The roll showed 55 names and the average attendance was 35.

The pupils were put through their paces by the parents and visitors, who expressed themselves pleased with the work of Mr. Kinney, the teacher. He was given an increase in salary for 1884, but the amount of salary is not stated in the records. At the close of the ordeal and following some recitations by the pupils, candies and raisins were passed around by Mr. Thomas Sando, one of the visiting trustees. The report showed the standing of pupils in Class II as follows:— Darwin Morrison, 530 out of a maximum mark of 600; George Taylor 476, Harold Burns 374, Willie Rollins 205, Eddie Greenway 189, Willie Smallacombe 168.

CLASS III, MAXIMUM 900

Annie Greenway 862. Janey Sando 831, Eddie Rogers 775, Gussie Baker 762, Duncan Robertson 737, Silas Harris 685, David Robertson 680, John Russell Greenway 658, Wesley Baker 645, Sammy Greenway 599, Alice Potter 574.

CLASS IV, MAXIMUM 800

Willie Parr 746, Hilliard Taylor 736, Ida Greenway 643, Norman Taylor 565, Cora Greenway 515, Beenie Robertson 505.

The editor had surpassed himself in an elaborate write up of the Cypress Sunday School Social. This Sunday School was organized May 27th, 1883, as follows: Superintendent—W.H. Davis; Treasurer—C.L. Thompson; Bible Class Teacher—Wm. McKitrick; other teachers—Mrs. Jos. Rollins, Mrs. Best, Mrs. Thompson, and Cyrus Sullivan.

The report stated that the district was thinly populated, but the average attendance of the classes was 7, 7, 6, and 3, with a total average of 23. The girls learned 674 verses and the boys 369.

Cypress held a social in December and Crystal City villagers turned out en masse, according to the report, and enjoyed the refreshments. Mr. Davis then took the chair and the program included recitations by Ida Rollins, Lena Davis, Alice Potter, Zelma Sullivan, George McKitrick, Earnest Best, and Cyrus Sullivan. Readings by D. Potter, J. Stewart, Mrs. Best, Mrs. C. Sullivan, F. McEwan, J.F. Best, George Downie and C.L. Thompson. Dialogues by Edith and George McKitrick and Katie Thompson, and by J.F. Best and others. Revs. Long, from Turtle Mountain, Farquharson, from Pilot Mound, Greenway and Houck, from Crystal City, gave addresses.

Musical numbers were given by Mr. Davis, Mr. McLaren, and Clara Davis; Instrumental solo, Clara Davis; Duet, Mr. and Mrs. Atkinson; and the choir gave a number of anthems and choruses.

CHURCH SOCIALS POPULAR

Rosebud Church had its beginning in the year 1882, and for many years the service was held in the home of Wm. McKitrick. In December, 1883, a social was reported as held in the home of John McKitrick to raise funds for the Church. Wm. McKitrick, Chairman.

The program included addresses by W.T. Kinny and Rev. J. Greenway, of Crystal City; Readings by F. McEwan, C.L. Thompson and Thomas Davis; Recitations by Kitty Thompson, George McKitrick, and A. Howard; Songs by Misses Davis and Elson.

But the big event was a Spelling Match in which sides were chosen under the leadership of Messrs C. L. Thompson and F. McEwan. Mr. Kinney "gave out" the words. Rev. Greenway acted as umpire and when the smoke of battle had cleared away Finlay McEwan stood alone and unperturbed, victor over the vanquished in that famous pioneer classic.

Local items in the Herald showed that the Rat Portage Argus had suspended publication. — A drug store had been opened at Manitou by G. McLaren, of Nelson. — Gabriel Holmes, John Kellen and Fred Eilber were visiting in Ontario. — Editor R.H. Spedding, of the Pilot Mound Signal, gave the Herald office a pleasant call. — The thermometer stood at 47 below. — C. R. Lundy was digging a tunnel from Crystal River to the well in his mill. — H. McKellar had opened a general store in Rowland. — W. Baker had fallen in the mill and injured himself. He was being attended by Dr. Riddell. — Willie Potter had been scalded in some hot water. — Two items on the use of standard time in schools and checking up on work on constables are quoted from the Winnipeg Free Press. — Bachelors were trembling at the near approach of Leap Year. — W. McGregor, of Clearwater, and several other farmers from Snowflake intended shipping wheat to Ontario. — Dr. Riddell had been called to Manitou to attend Mrs. J. Britton who was ill. — A "hop" was announced to be held at the Brunswick House New Year's Night. — A farmers' meeting had been held in Snowflake. — Mrs. Wm. Baker of the Baker House arrived home from Ontario much to the joy and relief of the inmates, they apparently regarding her as an expert cook. — Councillor McKitrick was leaving soon for a visit to Ontario. F. McEwan was to take his place on the council. — Johnson and Malcolmson, Cartwright, offered to take pork and butter in trade at their store.

SETTLERS IN DAKOTA

By the year 1883 the first settlers in the Sarles and Hannah

districts in North Dakota were coming in — Peter Murchie and his family from Quebec; his brother-in-law, Dan Shanks; the Hazldtt brothers, Jacob and his family from Strathroy, Ontario, William and his family from Kansas, U.S., also Herbert and Bob.

Within a few years there were Robert Naismith, and family, from Almonte, Ontario; Tom Phillips and his family from the same place; Louis Foisie, and family, from Quebec. Mr. Foisie was a stone mason, a fine workman, and he built some of the first stone stables in Crystal City district. He lost his way coming home from "the bush" and perished on the Dakotah prairie. Other early Dakotah settlers included Henry McLean (later senator); James and Robert Muir, W. Hannah and a large number of settlers from Manitoulin Islands and other points in eastern Canada. Higgins brothers, Wm. Campbell, James Mead, John and James Loynes, George Baker, John Brown and many others followed.

A number of settlers from Crystal City and Pilot Mound districts sold their farms and moved across, seeking 320 acres of free land from "Uncle Sam". These included Donald Shaw, George McDonald and C.L. Thompson with their families.

Later a number of young men of the Crystal City families, who were not old enough to get homesteads in 1879, took up land south of the border. These included Frank Treleaven, who with his wife (Clara Davis) enlivened many a party and concert with music, violin and organ or piano; Tom Davis, Mervyn Rollins, Harry Underhill, Charlie Monk, and others. Bill Ingram took a chance also 'across the line,' where homesteads were going like hot cakes in a boarding house. He erected quite a pretentious house and began to consider matrimony. Miss Pack was the lady, Rev. James Farquharson the minister who tied the knot; and years after when comfortable re-established on the Butchart farm north of Crystal City, Bill was wont to say: "an it was the best darn job the Rev. James iver did."

Peter Dewar, another Canadian from Carleton Place, Ontario, was the first school teacher in that Dakotah settlement his brother-in-law, Charlie Freeman from Windsor, Ontario, taking his homestead with him at the same time. Their shack was built on the line and each homesteader slept on his own claim. Some boys and girls from Canada attended this school.

At the second International Picnic (the first was held by the Canadians in 1882) on the "Line", one of the features was a race between a man and a horse, 100 yards to and around a post and back to the starting point, in which Ed. Elson, the single footer, won out against a fine young mare owned by Wm. McKittrick and

ridden by Sam Horton, a homesteader.

These "Woodbridge", people as the N.D. settlement was called, attended church and Sunday school in Wm. McKitrick's home until they later organized on their own side.

Wm. McKitrick was Sunday School Superintendent, John Brown, a Plymouth Brethren, was Bible Class teacher, Mrs. Naismith, intermediate teacher, and Miss Shank, teacher of the "infant class."

Discussions on Church Doctrine frequently absorbed the attention of the members of this Bible Class, that included almost all denominations, and not infrequently the air was tense.

Dan Shanks conducted a "singing school." He later became an influential citizen in Hannah, N.D.

He was Standard Oil Co. Agent, Justice of the Peace, Community Adviser and family friend. A man of sound wisdom, a philosopher and citizen of unswerving integrity. Speaking at a picnic when past the three quarter century mark he said: "I have accomplished my life work and now I am waiting to see what lies beyond."

He was buried in Hannah, N.D., cemetery with Masonic honors, the Hon. David Elves, Customs Officer of Sarles, the chief speaker at the graveside.

Peter Dewar was taken ill in mid-winter within a few years of his arrival, and died for lack of operating facilities. He had taught Canadian and American boys and girls in his first school in a shack at the boundary, and had given the settlement much assistance in his quiet way.

Strong men as well as his pupils wept at his funeral. He lies buried in a little cemetery on the prairie.

Thus early associations paved the way for the friendly relationship and good will that has always existed between Crystal City, and surrounding districts, and the neighboring districts of Sarles, Calvin and Hannah in the United States. Such good will and international amity is priceless in the lives of two peoples who, springing from a common parentage, possess similar aims and ambitions.

Because of such intermingling of the people of these two nations growing up side by side, a hundred years of historical record finds no threat of war, or international discord, that could not be adjusted by means of peaceful arbitration.

The lesson taught should find receptive ears among the rising generation who live under conditions of protective tariffs against other nations, customs, regulations and rigid boundary patrol.



Early history suggests that we become acquainted with our neighbor, study his interests as well as our own and practise the Golden Rule in dealing with him.

SOCIAL LIFE IN CRYSTAL CITY

Fraternal Societies, first the I.O.O.F., and later also the A.F. & A.M., have always held a large place in the social life of Crystal City, and some fine entertainments have been put on, both in the early days and in more recent years, under their beneficent auspices. During the winter of 1883-84 a concert was gotten up entirely by local talent, the program of which, given here, indicates how successful were the pioneers in providing their own entertainment. The concert was held in Landsdown Hall, in Crystal City, with a program as follows:

PART I: Instrumental—Messrs McNamee and Treleaven; Solo, "Bonnie Sweet Bessie"—Miss Affleck; Reading—W. T. Kinney; Song, "They All Have A Mate But Me"—Harry Steadman; Short Speech on Oddfellowship—Rev. John Greenway; Duet, "Larboard Watch"—D. W. Duff and J. McNamee; Recitation, "Tam-o-Shanter"—Robert Armstrong; Solo and Chorus, "The Old Musician and His Harp"—D.W. Duff and others; Reading—Dr. Riddell; Solo, "The Wood Nymphs Call"—Mrs J.W. Smaill.

PART II: Instrumental—Messrs McNamee, Treleaven and Steadman; Scotch Song—Robert Armstrong; Duet, "When ye Gang Awa Jamie"—Mr. and Mrs. McDougall; Character Impersonation, "Yankee Farmer"—J.W. Greenway; Solo, "Killarney"—Miss Affleck; Recitation, "The Hat"—T.N. Rogers; Song, "Old Brown"—Harry Steadman; Recitation, "A Modern Sermon"—D. Potter; Quartette, "The Old Arm Chair"—The Misses and Messrs Rogers; Farce, "The Dutchman's Ghost"—In this the various characters were represented by W.T Kinney, Miss E. Greenway, Miss L. Daly, J. W. Greenway, E. Doberer, N. H. Greenway and J.F. Greenway.

CHAPTER XIV.

PROGRESS OF A COMMUNITY. HUDSON BAY ROUTE

Records of 1884 show many signs of unrest among the people of Rock Lake District. The sixth year of settlement was finding them as yet without a railway. The fine crop of 1881 had been followed by a fair crop in 1882, of low grade, because of frost and a wet-fall. Another good crop in 1883 was so badly frosted that the wheat sold for 40 to 45 cents, or more often at a much lower

price. Raising crops under such conditions, where expenses of teaming grain across the Pembina hills to Manitou ate up the value of the load, was intolerable. Settlers became aroused.

The new Council for 1884 was as follows: Reeve—R.S. Thompson; Councillors, ward 1—Findlay McEwan; ward 2—W.H. Greenway; ward 3—R.S. Preston; ward 4—R. D. Foley; ward 5—W. D. Ruttan; ward 6—T. C. Wilson; Clerk—Dr. Young; Treasurer—R. Rollins; Assessor—W.H. Davis.

Difficulties in financing made it necessary to borrow \$8,000 on municipal debentures. The necessary by-law received the approval of the ratepayers.

At the April 23rd. meeting, a resolution passed asking that the Council approach the St. Paul-Minneapolis and Manitoba Railway to ask that the line be built to tap the Canadian boundary south of Crystal City. The building of an elevator to be guaranteed by the Council. At the June meeting, dissatisfaction was expressed at the lack of action and the Reeve and Thomas Greenway were asked to go to St. Paul and press for the extension of the S. Paul, M. & M. Railway to the boundary.

By way of variety, a petition likely to afford momentary relief from the strain of the ever present railway difficulty, was received by Louise Council on September 12th, at Crystal City. This asked that the pool tables, bowling alleys and gambling houses be prohibited, and that all gambling devices be seized and destroyed. There must have been some real bad men in these frontier towns of Crystal City, Clearwater, Snowflake and Pilot Mound in these early days, with apparently conscientious objectors on their trail.

But the railway strain was again thrust upon this long suffering Council by a petition from Wm. Stark, Clerk of Argyle Municipality, and D.A. Stewart, of Pilot Mound, asking for railway facilities on behalf of creameries that the people wished to establish.

The last straw was added to the burden of this harrassed Council when Joe Lawrence, of 2-13, asked for the remission of his taxes on account of hail, which the weary members promptly refused, it being considered that this famous settler was sufficiently versatile in his methods of acquiring this world's goods to find, without assistance, the money to pay his taxes.

The activities of the settlers in 1884 in endeavoring to secure a railway are worthy of more than passing notice. Early in the year a strongly worded petition signed by residents of Townships 1 and 2, in Ranges 9, 10, 11, 12, 13, 14, 15 and 16 in the County of Rock Lake, and by all the members of the Councils of Louise and Derby Municipalities, was forwarded to Wm. Van Home Esq.,

General Manager of the Canadian Pacific Railway.

This petition set forth the fertility of the soil and the general excellence of the Rock Lake district; it drew attention to the understanding the Municipality of Louise had with the Manitoba and South-Western R.R. by which the bonus of \$65,000.00 was being granted the road which was now understood to be in the hands of the C.P.R., it showed the distress of the residents of the district because of lack of transportation facilities, and prayed that the company would extend without delay their road from Manitou westward, south of Rock Lake. This petition occupied a full column in the Rock Lake Herald on March 15, 1884.

In the same issue of the Herald appears the report of a "Hudson Bay Route Meeting". The Reeve, R.S. Thompson, called a meeting of the electors at Crystal City when the following resolution was carried unanimously:—"Whereas the people of Manitoba are unanimously of opinion that the future success and prosperity of the country in a very great measure depends on the construction of a line of railway to the tide waters of Hudson Bay, with such branch lines as may become necessary for the transportation of Agricultural products of the country to the markets of Europe; and whereas the unanimous opinion of the people is that the construction of such railway as a Provincial line be in such a way as to prevent it from ever falling into, or becoming part of any monopoly of railway lines or companies: Be it therefore resolved that the best interests and prosperity of the Province of Manitoba require that her present boundaries be extended to the 60th. parallel north, and that all the public lands within the boundaries of the province so extended, remaining undisposed of at the time of such extension, should become the property of the Province of Manitoba."

The Secretary was instructed to forward a copy to the local and Dominion representatives.

Time has proven that these sturdy pioneers were endowed with both foresight and wisdom, for the extension of the boundaries was later made as suggested, the Hudson Bay Railroad was completed in 1929 and the Province secured full control of unalienated natural resources in 1930.

LOCAL HISTORY

Of all records preserved showing the life in any community no record is so voluminous and so valuable as that of the local newspaper. In it are recorded most of the important happenings from week to week. The life story of any community is found complete

in the pages of the local country newspaper.

The Crystal City school report for February, 1884, is interesting. Pupils obtaining 50% of marks, and over, are recorded as follows: Senior 9, Maximum 1200:—

Willie Parr 1087; Hilliard Taylor, 974; James Rogers, 972. Junior 9, Maximum 1000:—Beanie Robertson, 769; Nelson Greenway, 745; Cora Greenway, 640. Senior 3, Maximum 1200:—Eddie Rogers, 1125; David Robertson, 1032; Duncan Robertson, 1015; Samuel Greenway 932; Willie Potter, 931; Gussie Baker, 861; Wesley Baker, 796; Silas Harris, 704; Jennie Robertson, 641; Jennie Greenway, 640. Junior 3, Maximum 800:—Alice Potter, 732; Willie Sandercock, 536; Minnie Sando, 468. Class 2, Maximum 700:—Geo. Taylor, 669; Willie Smallacombe, 611; Frank Sando, 365.

Among those who held the office of trustee in Crystal City Schools during the first few years were John Greenway, Thomas Sando, Henry J. Taylor, J.J. Ring, Dr. Riddell and later A. Cudmore, J.G. Stacey, J.E. Orange. James McNamee held the office of Secretary-Treasurer for 15 years.

Crystal City could always put on a creditable concert program.

The Leap Year Festival of February 12th, 1884, netted \$125. The Herald states that the following program was admirably carried out. Part I: Chairman's Address—Rev. J. W. Bell; Chorus—Crystal City Choir; Reading—E. L. Taylor (later a K.C. in Winnipeg); Recitation—W. T. Kinney; Music (Dulcimer)—W. D. Ruttan; Quartette—Misses Secord and Robertson, Lily and Annie Greenway; Music—Mr. and Mrs. Tweed and Mr. Treleven. Part II: Solo—Mrs. W. D. Ruttan; Reading—J. W. Greenway; Quartette—Miss Drew and others; Music—Mr. and Mrs. Tweed, and Mr. Treleven; Reading—Dr. McCracken; Chorus—Choir; Recitation—W. T. Kinney; Reading D. S. Houck.

ENTERTAINMENT AT SNOWFLAKE

On the 3rd of February a fine entertainment was given by the Snowflakers in their church in 1-9. Mr. Samuel Hicks, of Crystal City, was the chairman, and the record states that the appropriate remarks he sandwiched in between numbers kept the audience in the best of good humor. The program was: Chairman's Address—Mr. Hicks; Chorus, "Wait and Murmur Not"—Choir; Reading, "Tobacco"—Mr. George Kerfoot; Duet—Misses Hicks and Drew; Recitation—Miss Findlay; Instrumental, Dulcimer and Organ—Mr. and Mrs. W. D. Ruttan; Duet—Miss Hicks and Mr. McFarlane; Recitation, "The Rapids"—Miss Gordon; Duet—Mr. and Miss Drew; Farce—"How I Made My Fortune". Part II: Chorus—The Choir;



Song—J.C. McFarlane; Recitation—Miss F. Hicks; Solo—Miss B. Hicks; Reading—T.C. Wilson; Song—D. Marshall; Reading—A.F. Manning; Song—J.C. McFarlane.

Sam Hicks was an old Ontario school teacher who became more than a local celebrity because of his striking appearance and witty remarks. His entry into a meeting would occasion applause. When he started for the platform in response to the call that invariably came, his audience not only prepared to laugh but usually started in with an advance ripple before he reached the platform.

An appeal for fair dealing and justice in any matter under discussion would be couched in the words "you scratch my back and I'll scratch yours," or some similar expression. His lack of success as a farmer was proverbial but he was respected as a gentleman and scholar. John Hicks, his brother, was an early settler in Snowflake district, and both had fine families, notably successful as teachers.

CONSERVATIVE ASSOCIATION

The organization of the Mountain Conservative Association was recorded in the Rock Lake Herald.

The second meeting which completed organization was held on March 3rd, 1884, in the school house, Crystal City, with the following officers: Pres.—H.J. Taylor; Vice-Pres., 1st—R. Rogers; 2nd—David Watson; Recording Sec.—Wm. Cranston; Corresponding Sec.—W.T. Kinney; Treasurer—J.J. Ring.

A petition signed by all present was passed and forwarded to the C.P.R., asking for the extension of the road south of Rock Lake. A further meeting was held at Clearwater on the 10th, when ten or twelve members were enrolled and J.J. Ring spoke a few words of encouragement.

The reporter for Melbourne (2-16), records a meeting of rate-payers of that district at the store. The Reeve of Derby, A. C. Clark, A.L. Johnston, the Treasurer, and Mr. McKechnie addressed the meeting on municipal matters.

Some items of news gleaned in the "local" columns of the Rock Lake Herald are as follows: Miss Sibyl Burns was visiting her sister, Mrs. Smale. — The Temperance Society of Cartwright had a membership of 50. — The Farmers Union of Pilot Mound had sent Robert Brown as their delegate to the Winnipeg Convention. — The Grand Master of the I.O.O.F. had presented the local lodge with his picture. — Mr. T. Sando had received word of the death of his father at the age of 87. — Councillor McKechnie, of Cartwright, had also received the news of the death of his broth-

er, Rev. Robert McKechnie, in California. — The Nelson Mountaineer reported striking an excellent vein of salt at 100 feet at Rosenfeld Junction. — Mr. Melvin, the blacksmith at Cartwright, had tested the newly found Souris coal and found it good. — A coal oil lamp was upset in the Brunswick Hotel causing a fire. — Mr. A. McDougall was in charge of the flour mill during the absence of the owner, Mr. Lunday, in Ontario. — J. W. Smale offered a quarter section for sale at \$1000. — James H. Wilson of 21-1-11 was selling out, John Treleaven being the auctioneer. — The son of a chap in Ontario was run over by a Grand Trunk train but prompt use of a patent medicine made amputations unnecessary.

The market report showed prices as follows at March 3, 1884: Wheat 60 to 65 cents; Oats 20 to 22 cents; Barley 40 to 45 cents; Flour \$2.20 to \$3. per cwt.; Potatoes 40 to 50 cents; Eggs 25 cents; Butter 18 to 20 cents; Lard 15 cents; Murskrat 8 to 10 cents; Fox 50 cents to \$1.05; Mink 75 cents to \$1.20.

Wm. Badger, master of Dufferin County Loyal Orange Lodge of Carman, advertised a meeting in Pilot Mound on March 21st, 1884, to organize the new lodge.

The following report is significant as showing the unsatisfactory conditions under which the settlers were laboring.

At the Farmers Convention, held in Winnipeg, the following resolution, moved by the Rev. Robt. Brown of Pilot Mound and seconded by Mr. James Shillinglaw, was carried unanimously: "That in the opinion of this Convention the burdens laid on the people of Manitoba are so great that Agricultural operations cannot be made to yield a fair profit; that emigration before the removal of these burdens, will benefit neither the province nor the emigrants; and that this Convention cannot advise emigrants to settle in the province till redress of the grievances complained of by this Convention shall have been obtained."

From this it will be seen that the good work of passing resolutions at farmers' conventions began at least as far back as 1884. The reference throughout to "emigrants" no doubt refers to immigrants coming into Manitoba mostly from Eastern Canada.

Further evidence that the "Promised Land" had not been found to be exactly flowing with milk and honey may be gleaned from the following notice in this issue of the Herald "Take Notice."

"Owing to the difficulty in obtaining money caused by the early frost, the Council of Louise has exercised the greatest possible leniency in extending the date from time to time for the return of the Collector's Roll: and as there are a good many residents who are still in arrears for taxes, the Council has again extended the



time to the 29th. day of March, 1884, at 1 p.m., after which date costs will be added. It is not the personal wish of the Council to distrain for taxes but I am requested to say that the law imperatively demands that the taxes be collected by distress, and action must be taken after the above date. Non-resident taxes must also be paid forthwith or the lands will be sold for taxes.

By Order of M. Young, Clerk.

Derby Municipality, west of Louise, was having financial and other trouble, and the Cartwright reporter states that "Messrs Johnson and Dunsford, who have been absent in Nelson in connection with the municipal muddle, have returned."

A few dollars of taxes on half a section would seem a small matter, but prices of produce were low, and facilities for producing crops were decidedly limited. Besides schools were now in operation in many districts and taxes had increased from a levy of \$2 or \$3 in 1880 to \$15 or \$20 in 1884, according to location and assessment. In this connection it is interesting to note that the debenture by-law to borrow \$8,000.00 to run the Municipality carried with a vote of 100 to 6. The number of settlers voting in the different wards was as follows: Ward 1-18, 2-28, 3-13, 4-19, 5-8, 6-20, total 106.

NEWSPAPER HAS FINANCIAL TROUBLES TOO

Every community has loyal supporters of worth while local institutions, then as now. In Crystal City, C Secord and R. Rollins general merchants, James McNamee, boots and shoes, W.A. Kouk hardware, J.G. Treleaven, harness, W.D. Allert, livery, Dr. Riddell, drug store, John Pollock, hotel, were loyal supporters of the Rock Lake Herald. Business cards were also carried by Thomas Greenway, A.C. Clark of the Ontario House, Cartwright, Dr. Riddell, Physician, Dr. Young, Veterinarian, W.E. Tweed, Dr. Fraser of Cartwright, and J.W. Smaill. The I.O.O.F. carried their card which shows that in 1884 W. T. Kinney was Noble Grand, and J.W. Greenway, Secretary.

This would seem a fair amount of support although there were other business places not represented in the paper. The proprietor of the paper, Mr. P. W. McDonald, however, found it necessary to cease publication. In the last issue of the Rock Lake Herald dated March 15th, 1884, the editor states plainly that "the patronage extended is not sufficient to keep the newspaper running." He announces that he will return money paid in advance for 1884 subscriptions but facetiously remarks that this will not seriously embarrass him as he had received only \$12. in subscription money in

ten months. The loss of the newspaper was not fully realized at that time, but there is no doubt but it would have continued in existence had the financial condition of the community warranted it.

The Pilot Mound Signal experienced much the same difficulties, Mr. R.H. Spedding found it necessary to secure a wider field or close down, and he moved his plant to Manitou, the end of railway, where he started the Manitou paper. In 1898, Mr. Spedding came to Crystal City, and on June 9th, of that year, issued the first number of the Crystal City Courier, which has continued. T. G. Finn, afterwards public school inspector, became publisher and editor in 1900, Nelles Nunn in 1902, R.J.C. Stead, the author, owned the Cartwright paper and purchased the Courier, selling to T. E. Davis in 1909 T.G. McKitrick became the owner in 1911.

Walpole Murdock acquired the old Herald plant in 1884 and moved it to Birtle where he and his father, John Murdock, started the Observer. The latter, with his brave wife, pioneers of revered memory, lie buried in Cypress River cemetery.

Walpole Murdock started the Pilot Mound Sentinel and later the Hartney Star, which he edited for many years before moving to California. Charlie Barbour took over the Sentinel and later moved to Chilliwhack, B.C., where he became a prominent citizen.

The paper that was finally established in Cartwright, The Review, came into the possession of R.J.C. Stead, and later into the hands of Wallace Brothers.

A paper was also established at Baldur, the Gazette, which had a long career in the hands of Fred Stevens, who died in 1939.

W.A. Burns, proprietor of Hartney Star, which he purchased from Miss Playfair, had his training with the Crystal City Courier.

CHAPTER XV.

RAILWAY REACHES CRYSTAL CITY

The year 1885 was a memorable year in the history of Rock Lake District. Interest in Municipal nomination meeting held in Crystal City December 30th, 1884, was keen. R.S. Thompson was re-elected Reeve. Ward 1, F. McEwan, nominated by George Downie and Wm. McKitrick was elected; In ward 3, R.S. Preston was nominated by Donald Shaw and R.S. Thompson, and elected; In ward 4, R D. Foley was nominated by Messrs Ulliyott and Laidlaw, and was elected; In ward 6, Caleb Handford was brought forward by W. Barbour and W. Dew, and elected.

In ward 2, however, there was a contest. John Affleck was proposed by A. McLaren and W.H. Thompson, and W.H. Greenway by John Ring and Dr. Riddell. In ward 5 also the old councillor W.D. Ruttan was having opposition. He was nominated by S. J. Vrooman and R.D. Foley, and Thomas Hagyard was proposed by W. J. Gosnell and John McDonald. At the election on January 6th, 1885, W.H. Greenway and W.D. Ruttan were elected.

At the meeting held in Crystal City on Jan. 28th, the Reeve being absent attending a railway meeting in Brandon, R.D. Foley took the chair. Assessor, A.F. Manning; auditors, John Greenway and Dr. Riddell. Oaks and Star Mound School districts were formed.

Some taxes must have been collected in 1884 after all, for now the Council was able to pay \$640, one year's interest, on debentures. A petition was again received praying for railway facilities.

The April meeting showed that the terrors of Indian warfare were now upon the settlers. W.A. Donald, of Pilot Mound, and others, presented a petition praying that the Municipality maintain a mounted patrol as defence against Indians and Half-breeds. The May meeting showed that the "Half-breed Rebellion of 1885" was on in earnest. A petition was received praying that a member of the militia be asked to form a battalion in the Counties of Rock Lake and Dufferin. I. Blake, A. Buchan and others offered their services as home guards and also offered to supply rifles.

This apparently in response to the efforts of the various councillors who, at the previous meeting, had been asked to organize home guards in their respective wards. Happily the Indians in the reserve north of the Pembina were little affected by the trouble in Saskatchewan, and the settlers were at no time in great danger. They, however, suffered the disquietude of uncertainty as to the outcome of the uprising. The newspapers that were available were eagerly scanned for news of the war. The early massacres, and unsuccessful battles of the Canadian forces, led to an extremely tense situation in Southern Manitoba.

There was great anxiety on the part of parents and brothers and sisters in Ontario for the safety of their relatives in Manitoba, they believing they were in the midst of the war.

The unrest with regard to the Half-breed Rebellion is further indicated in the appointment of 12 constables at the May meeting of Louise Council, and the purchase of handcuffs and revolvers. Rifles were also suggested but no mention is made in the public accounts of the Municipality of their purchase at that time. One of the items of expense passed at the August meeting, was \$40.00

paid to Ashdown's, Winnipeg, for revolvers. Beyond this expence and the alarm occasioned the wives and children of settlers by the approach of roving Indians in their Red River carts or on foot, no actual loss was sustained in the Rock Lake district by the rebellion.

The Indians of Swan Lake Reserve made friendly visits during each summer among the white settlers, offering for sale baskets, moccasins and beadwork of their own manufacture. "Buffalo Horns" were too common among the homesteaders to be of value, but the Indians found sale for them at good prices to Tenderfoot Immigrants or tourist travellers at the railway stations long after the lord of the plains had disappeared, the alleged buffalo horns being in some cases, those from shorthorn steers picked up at slaughter houses and carefully polished and mounted.

These Indians did no pillaging as they made their rounds, but their quiet and insistant demands for food or clothes were hastily met by the frightened house wives who had the satisfaction of then seeing them depart. The children of the white settlers gazed wide-eyed at the papoose strapped on the back of its Indian mother, or shared their treasures timidly with their dusky brothers and sisters of their own size who were as frightened of the white people as the white children were of them.

These Indians continued to roam the prairies at intervals for many years, gathering Seneca root which was of considerable commercial value, and buffalo bones which became one of the first articles of export to eastern cities over the new railway. As with the horns, many buffalo "bones" were secured around abattoirs and ranches which, however, doubtless made as good fertilizer or poultry tonic as the real thing.

During '85 horse thieves again gave trouble, this time stealing a valuable animal from Richard Phair of Snowflake.

Items of expense in the minutes of the Council of Louise tell of Constable Blackburn's pursuit of the horse thief, his capture, his conviction at Rathgate, N.D., the return of the horse and Mr. Phair's expenses in connection. Sterner measures were now being adopted in maintaining peace and order and \$18 was paid for a rifle for Constable J.E. Elson. Constables were instructed at the October meeting to prosecute liquor vendors.

The report of Constable Blackburn at the December meeting brings to light an occurence of the early days that will forever remain shrouded in mystery. During harvest time in 1885, Wm. Cruickshanks, of 1-12, disappeared. His neighbors, James Corbett, Gabriel Holmes, and others, were greatly alarmed and roused the neighborhood. A search was instituted, but no trace of



the missing man could be found. Wells were peered into, ponds were dragged, rumors were run to earth, and the strange disappearance of the lonely bachelor became more than a nine day wonder, for it was not until some weeks later that authentic information was received that the man was living in a distant centre. He never returned to his homestead.

Life of the homesteaders was not all told in the popular descriptive articles depicting a profusion of wild flowers, fruits and game; in hilarious picnics in summer and uproarious parties and festivities in winter. The terrible loneliness and killing monotony of life on the windswept prairie took its toll of life's vital forces. Instances of nervous breakdown and mental decay were all too frequent, and records of municipal grants of money, to pay the expences of removing patients to the asylum, add pathos to the glimpses of pioneer life, gleaned from the official records of the local government.

Not without their compensations, however, were the hardships of pioneer life endured. As the isolated tree braces itself to withstand the storms that assail it, so the prairie dwellers drew from their isolation sources of strength and hardihood. A generation of strong hearted, clear thinking men and women was reared who were able at that time, and in later years, to provide the country with, not only leadership, but with a rank and file of citizenship that has been the bulwark of a nation's strength.

THE RAILWAY AT LAST

The one outstanding event of the year 1885, the long awaited consummation of the early settlers' dreams, was the completing of the Canadian Pacific Railway through the Rock Lake district.

Early in the year the survey was made. Great was the excitement when it was found that neither Pilot Mound or Crystal City were to be touched by the new road. Far seeing citizens realized that the proposed town sites on the new survey were too close together. The Louise Council requested the C.P.R. to locate a town-site half way between Pilot Mound and Crystal City, with a view to establish a large centre. Opposition that was perhaps unwise developed against this proposal, and the C. P. R. townsites were utilized as first projected.

The winter of 1885 86 was a busy time for property owners of the three towns Crystal City, Pilot Mound and Clearwater. Moving a town is a task not to be lightly spoken of at any time and in all three cases there was the added problem of a ravine to cross or hills to climb. Contractor Ulliyott, of Manitou, was kept busy all

winter, and most of the farmers of the district had a chance to "put their own teams on" and earn some money moving buildings.

Farmers drawing poles from the bush for firewood were prevailed on to hitch their best drawing teams on the largest buildings, already jacked up, and loaded on to the huge sleighs, all ready for the motive power.

The whole village of Crystal City was moved, although the buildings had to cross Crystal Creek, and a smaller ravine besides.

Pilot Mound also had to be moved about a mile, and also had to cross a small ravine.

The first station built by the Canadian Pacific Railway in Crystal City proved too small and after a few years was moved on a flat car to Woodbay, and a larger and better building was erected.

Stockyards were soon erected for the convenience of shippers of livestock.

Early shippers of livestock were Jim Gordon and Charlie Gordon (later Gordon & Ironsides), Aaron Cudmore, and later J. F. Greenway and Aaron Cudmore formed the firm of Cudmore & Greenway in Crystal City.

CHAPTER XV.

MEN OF ABILITY DEAL WITH VITAL PROBLEMS

Looking back over the list of names of outstanding citizens available for public office in the years covering this period of yearly growth and development in Southern Manitoba, one cannot avoid the feeling of surprise that there should be so many men in one district with qualifications fitting them for positions of responsibility.

It may be true that nothing extraordinary was accomplished or even attempted; yet the fact that public offices were filled with men in whose care the best interests of the community were safe; whose demeanor was dignified; and who deserved, and were accorded the respect of the community, stands as something really worth recording to the lasting credit of this western settlement, made up of people of many professions and of widely divergent back grounds.

The point is well illustrated in a brief examination of the official records of the Municipality of Louise for the year 1886. The first meeting was held on January 12, in Crystal City, with Reeve R.S. Preston in the chair. Councillors were as follows: Ward 1—

Findlay McEwan; Ward 2—Wm. H. Greenway; Ward 3—James Morrow; Ward 4—John Wilson; Ward 5—W. D. Rutten; Ward 6—Caleb Handford. At this time E. L. Taylor and Dr. Riddell were the auditors.

There were no less than eight applicants for the office of assessor, and Rev. John Greenway received the appointment at a further meeting held on January 27th.

From this meeting the C.P.R. received a strong request to locate a town site half way between Crystal City and Pilot Mound.

This was a glaring case of being too slow; one of many instances where earlier and more vigorous action was badly needed.

In this case the two towns concerned were already on the move to townsites surveyed and established with building lots selling like hot cakes.

At the May meeting wild oats were reported on the Cockerline farm; the first time wild oats were mentioned in the district.

S. Frith was paid \$80 for a horse destroyed for glanders.

If Council Boards of more recent date have their worries they have at least one less than had the Councils of 1886, for at the November meeting, held in La Riviere, the chief subject of debate was damage from prairie fires.

Further evidence proving a large number of men available for public office is shown in the personnel of the Board for 1887, which included the names of Ferguson, Davis and Patterson, with Newton H. Greenway as assessor.

The \$65,000 railway escapade had apparently taught the people nothing for at the first meeting of the board at Pilot Mound on March 2nd, 1887, a petition was received begging the local government to offer \$5,000 as a bonus for the establishment of a Roller Flour Mill. The old stone process of making flour was by this time in ill repute; the modern "roller process" having swept all such mills into the back ground.

If white roller process flour was a novelty, only purchased for special occasions in 1880, it was by this time in popular demand and almost general use.

Minutes of the June meeting show that wages of that period were \$3 per day for man and team for road work.

At that meeting no less a sum than \$1160 was paid for the destruction of gophers.

After nearly sixty years of such annual expenditures, with crop losses not diminishing, one is tempted to enquire if no one has suggested the possibility of employing a professional rat catcher who would rid the municipality at once of this waste and stop

all further expense.

The Council at this time was having financial worries. Frozen crops had clouded over the golden dreams of sudden wealth of earlier days, and farmers found themselves unable to pay the few dollars levied as taxes against each farm. A Tax Sale was discussed.

Expenses mounted higher with the introduction of machinery and the cropping of larger areas.

Family obligations increased and Dr. Riddell was called to attend patients beyond the limits of both municipal and international boundaries. It is recorded of this pioneer doctor that at no time the chances of payment of his fee, but always the opportunity for service, was the paramount issue that decided his plunge into a howling blizzard in winter, or over muddy prairie trails in the blackness of a summer night, to extend merciful assistance to a sufferer.

If joyous occasions enlivened every season of every year, each year also brought its sorrows, for stark tragedy has ever stalked closely on the heels of every pioneer effort, and the bravest hearts are sometimes called on to suffer the greatest misfortunes.

The expense account for the Council meeting of September, 1887, recorded the removal of one of the pioneer farm women to the asylum for the insane. The Council of 1888 were called upon to pass an item covering a similar case.

Statistics bear out the assertion that the stark loneliness on the monotonous, wind tortured wastes; the worry occasioned by losses of crops and stock, the loss of children, or parents, or husband, or wife, through inability to provide surgical attention and medical care needed, all these have contributed toward the present condition of ever growing institutions over crowded with those hopelessly insane.

CHAPTER XVII.

LOCAL EVENTS

Local events of interests in 1888 and 1889 would fill many pages. Hon. Thos. Greenway, Member for Mountain in the Provincial House, had been given the leadership of the Liberal party in Manitoba. On January 19th, 1888, he took office as Premier of the province, and Crystal City was again brought into the lime light.

Mr. Greenway held office until January 8th, 1900, a period of twelve years, during which time he invested a large part of his salary as first minister in operating his Prairie Home Farm.

W.H. Greenway, who became reeve in 1888, continued on as reeve in 1889, with Councillors Davis, Affleck, Wilson Morrow, Ferguson and Patterson, members of the board. Newton Greenway, apparently a useful citizen, again co-operated with Dr. Rid-del as auditor. R. S. Preston, formerly reeve, was now assessor.

The amount of \$52.50 was paid for 5000 circulars used in the effort to secure immigrants.

The never ending waste of money on gophers continued; no less a sum than \$2,293 being paid out in 1889 on account of gophers. Men made hunting gopher tails their business and in some cases due bills for gopher money were turned in on taxes.

This gopher business had a close connection with the grant for immigration purposes.

The Manitoba Act of 1870 and an order-in-council of April 25, 1871, as amended by order-in-council April 3, 1873, provided for grants of 240 acres of land to children of half breed heads of families residing in Manitoba on July 15, 1870, when the province became part of Canada.

A "Script" or deed in prospect, good for clear title to 240 acres of land was accordingly issued to each half breed person of record. This script, unfortunately, was negotiable, and instead of providing homes and farms for the recipients, as was the intention of the government, it was bought up by land speculators for small sums ranging from a few dollars or a pony, or other chattel of small value, up to \$700 or \$800. The new owners at once applied this script on choice lands in the path of settlement.

Considerable amounts of half breed script had been applied on lands in the south half of the municipality of Louise by land speculators and these lands were breeding grounds for gophers. The hope was that farmers could be induced to come in and buy up and cultivate these half sections of open prairie. Some came, but the rush to Saskatchewan carried most of the new comers westward.

In September, George Wood lost his hotel in Pilot Mound by fire. The Council refunded his taxes.

The fact that early built bridges and culverts were unfit to carry the heavier machinery such as steam engines, that were now being brought in, is shown in the resolution passed, warning drivers that they would travel at their own risk. The value of such a warning in protecting the municipality from losses was always a debatable point.

The claim commonly advanced that no matter what calamity befell the crops in Manitoba, there would always be plenty of feed and seed was stretched to the breaking point in 1889 for that year was one of the driest on record. So short was the grain that many farms were scarce of straw and wild hay was hard to get.

Many wells had to be deepened or new wells dug.

Many farms had no grain to team out.

Excursions to Eastern Canada were popular by this time and each winter many Manitoba farmers and their wives spent part of the winter "at home" in Ontario.

In 1889-90 Wm. McKittrick spent the winter in England, Ireland and Scotland.

The drouth of 1889 not only brought distress to the farmers of Southern Manitoba, but it seriously embarrassed the Municipal Councils. At the meeting of Louise Council, at Pilot Mound, on March 12th, 1890, a debenture by-law for no less a sum than \$8000 provided the money with which to purchase seed for the dried out farms.

The responsibility for this action came on a new board for James Morrow had defeated Wm. Greenway in the race for the Reeveship.

Councillors were Messrs Davis, Affleck, Wilson, Laidlaw, Patterson and Ferguson.

WAR ON GOPHERS

This Council was apparently determined that gophers would not get the 1890 crop following the distressing experience of 1889. The May meeting passed accounts including two items of \$500 and \$400 for strychnine and ordered a further supply of no less than \$1,100 worth.

In addition it was provided that Statute Labor (which fell to the lot of every man) might be worked out in killing gophers.

That these men were in deadly earnest is shown in the records of the July meeting when the bill for strychnine last ordered amounting to \$1116 was paid.

The fight between men and gophers for existence has continued for sixty years, and at present is a draw. The years prior to 1938, saw nearly as much damage to crops in the south end of the municipality as at any time in the past, and the same ineffective methods of destruction are in vogue.

THE GOPHER SENTINEL

On grassy knoll where gophers dwell
There stands the prairie sentinel,
Atop an earthen, spheroid hump
The builder's excavation dump.
Observer of the ground and sky,
No act escapes his fear tensed eye.
No truant hid by wheat or thistle
May dare ignore his shrilling whistle.

A rodent population vast
Heeds neither sun, nor sky o'er cast,
Since, sentinel of wind and weather,
His calls assemble them together.
Sharp danger signal instant rouses
And subjects seek labyrinthian houses,
Where outer passage leads to inner
And safety vaults secure the winner.

All danger past from fang, or claw;
From trap, or gun — what e'er he saw,
Up leaps the Watchman of the Plains,
His triumph hurled through aerial lanes,
His saucy challenge flung around
To tempt all foes, in air, on ground,
To try once more a losing race
Then bite in rage an empty space.

His Autumn Broadcast, "Winter Near!"
And bins are stored with harvest cheer.
Though cold and blizzard rage o'er head,
All snug and safe in cozy bed,
The gopher's family asleep,
Secure from foes in fortress deep,
Awaits the coming of the spring,
The lowing herds, the birds that sing.

Soon burrowing through winter drift,
Through snows that over landscapes sift,
Forerunner of the Crocus bell
Appears the gopher sentinel.
With sharpened wit and senses keener
He scans the fields for pastures greener

And whistles out vanguards of summer—
Frogs with their pipes, the grouse cock drummer.

Ho! Boastful Watchman of the Plain!
Your taunts and insults! All would fain
Avenge themselves and leave you stark,
A warning sign, a gester's mark!
But who could bring himself to slaughter
A cheery guy, whose son and daughter
With twinkly tail and merry eye
Admire him as the world goes by.

CHAPTER XVIII.

THE COURIER NEWSPAPER ESTABLISHED

Twenty years after first homesteads were taken up in the district, that is, in 1898, accurate records of Southern Manitoba are again available. On June 9th, 1898, was issued Number 1, Volume 1, of the Crystal City Courier. Between the dates of the suspension of the Rock Lake Herald in 1884 and the date of publication of the first issue of the Courier, the most valuable early records obtainable were the official minutes of Louise Council.

These were made available through the valuable assistance of the late Wm. Cranston who served the district so faithfully and capably for more than thirty years.

The Courier was established by the late R. H. Spedding, editor and proprietor of the Manitou Mercury. Tracing steps backward, the Manitou Mercury was established as a result of the suspension of the Pilot Mound Signal, the machinery and equipment of the Signal being moved to the larger town in 1884.

The John Murdock family, proprietors of the Signal, were a notable newspaper family. The son of John Murdock, Walpole, freighted the old Herald equipment to Birtle and there established a newspaper, while the son-in-law, R. H. Spedding, carried on with the Manitou Mercury.

Later Walpole established the Sentinel in Pilot Mound, while his brother-in-law, R. H. Spedding, became the first owner and editor of the Crystal City Courier.

From the records of this first issue of The Courier, we learn that Wm. H. Greenway was again Reeve of Louise with W. Cranston, of Clearwater, as Clerk; W. A. Donald, of Pilot Mound,

Treasurer; Hon. Corbett Locke, of Morden, Judge. Councillors were as follows: Ward 1—John Pollock, Silver Springs; Ward 2—J. C. Fleming, Pilot Mound; ward 3—James McNamee, Crystal City; ward 4—Wm. McKitrick, Crystal City; ward 5—John Lawrence, Clearwater; ward 6—James Stevenson; Cartwright.

From the editorial columns of The Courier we learn that the country was emerging from a serious depression.

The editor hopefully refers to the new Laurier Government at Ottawa with its "World for Canada Policy."

As is ever the case, the advertisements portrayed faithfully the commercial progress of the country.

Thomas Greenway carried a third of a page illustrated advertisement of Prairie Home Stock Farm, offering choice breeding stock for sale. Besides the name of the owner, the ad carried the name of James Yule as Farm Manager. — Greenway Brothers, (Wm. Hicks and Thomas A.), carried an ad for the Roller Flour Mills. — The pioneer merchant, Robert Rollins, had by that time changed his general store to hardware and had started general stores in Baldur and Killarney. — John G. Stacey and P. A. Young advertised the stocks in their fine general stores and using generous space. — Hunter and Moore carried a large display space on behalf of their chain stores in Clearwater, Cartwright and Boissevain. — The Manitou Farmers Trading Co. store at Manitou, with J.S. Miller President, and G.W. Robinson Manager, carried a large space. — James Conway had recently purchased the lumber yards from Mr. Cudmore and carried a large ad. — E.M. Kerr advertised his livery and feed stable. — E.C. Bush, the tailor, announced he will soon move into the new McKitrick block. — Wm. Trann advertised choice stock from his Boundary Stock Farm. — Two hotels, The Commercial House, with Samuel T. Treble, proprietor, and J.H. Beavis, Manager, had first class livery in connection, with special accommodation for cyclists. — The Victoria Hotel, W. Williams, proprietor, also advertised its advantages. — Louis J. Treble operated a cash store with flour and feed. — Erickson and Bostrom were contractors and builders. — T. H. Argue was blacksmith and wood worker. — Henry J. Taylor carried school supplies at his Post Office. — Luther Manning was Insurance Agent; Watson was the Jeweller; and Jesse Grummett advertised his harness shop. — Misses Balfour and Robinson were dress and mantle makers. — G.W. McLaren, druggist, declared he was ready to fill doctors' prescriptions and family recipes any hour of the day or night; but he apparently was specializing in a sale of bicycles. Miss E.V. Calnek had started a class in music. — James McNamee

at Crystal City, and A. McDougall, Pilot Mound advertised real estate. — A.J. Sparling advertised the Crystal City Butcher Shop, and Geo. Inglis, the Barber, carried an ad. — Dr. Riddell indicated in his professional ad that he was coroner for the province of Manitoba. — Thomas A. Greenway, C.P.R. agent, reported that twenty carloads of lumber had been received during the past few months. — Wm. J. Gosnell and Robert Blackburn valuers of school lands. — The Agricultural Society announced a public meeting to be held in Landsdowne Hall, Crystal City. — James Yule had made an important sale of breeding stock and was in Ontario on a purchasing trip. — The present School was in course of erection with the stone work completed. — Mr. R. Baker, of Manitou, had purchased the fruit and confectionery business. — Mr. Alex McKenzie, of Teeswater, Ontario, had purchased a farm. — Interesting news items were carried showing great general activity in the community.

Rev. J.A. Bowman had returned from a trip to Vancouver.

The Crystal City Maple Leaf Foot-Ball Club was organized with Dr. Riddell as Patron; Rev. J.A. Bowman as Hon. President; Principal T.G. Finn as President; E. T. Greenway as Secretary-Treasurer; H. H. Greenway as Captain, and Thos. B. Duncan, W. Riddell and Oscar Ring as Ex. Committee. This team was listed to play against the Cypress team at Mr. James Colter's farm at an early date. The boys hoped to hold the championship of the south-west.

Several Clearwater people went to Brandon to hear Dan Godfrey's Band. — A shipment of 750 pounds of butter from the Crystal City Creamery brought 17 cents. — Clearwater Baseball Club was sponsoring a baseball tournament.

Crystal City Band was chartered to fill engagements at the Clearwater baseball tournament and also at the big Dominion Day celebration to be held July 1st, at Pilot Mound. George Smith, a fine musician, was leader of the band.

Mr. Frank Essen, for two years miller in the local mill, had gone to Brandon. — George Smith and Ort Mutch drove to Morden to attend the races. — Will Kinley, son of the former Methodist pastor, was taking charge of the Hunter & Moore store in Clearwater. — T.E. Topping had taken a job at Moosomin as manager of a cheese factory. — J. W. Greenway visited Brandon in his capacity of Commissioner of School Lands.

Messrs. Wm. Werry and John Ring had attended the Annual Conference of the Methodist Church at Winnipeg. Rev. F. B. Stacey was continuing in the Crystal City pastorate.



At Cartwright, John McKelvie, W. Gimbey and John Kernighan were building large houses and barns on their farms.

At Valley View, 1-8, R.D. Foley as special Commissioner, was investigating a complaint made to the local Timber Agent, James Connor, respecting a bush fire in which settlers had suffered serious losses.

The year 1898 was a very dry summer and the Valley View correspondent of the Courier made the important observation that fields seeded with new shoe drills were looking much better than those sown broadcast. To sow broadcast was to scatter the grain on top of the ground by hand or with a seeder, to be covered with harrows or cultivators.

In the ready print section of the paper The Winnipeg Exhibition was advertised, and the Massey Harris Company was by that time organized and advertising its lines. — A credit sale of Montana horses at various points in Southern Manitoba had also found its way into the inside pages. — In McKenzie district, Mr. R. N. Lea was erecting a large barn. — Webber brothers of Thornhill, had purchased farms and erected buildings. — A. E. Vrooman and S. Windsor were home from College. — Rev. Rust and C. H. Vrooman had attended Conference. Mr. Vrooman was in charge of the new Post Office. — Rev. Caven, of Manitou, had preached in McKenzie Church.

Items through this issue of the Courier indicated a very dry summer with gardens likely to be a failure and grain crops short. This dry year, it will be noted, was nine years after the disastrous drouth of 1889; when \$8000 had to be borrowed by the Council to provide seed for the following year.

CHAPTER XIX.

A MEASURE OF TIME

A period of twenty years is a considerable span in the life time of a man, but after all a very brief space of time in the history of a country. The development shown in the preceding chapters proclaims most eloquently, without further comment, the amazing progress made by the pioneers of Crystal City and surrounding Districts in those few years of prosperity and disaster, highest hopes and bitterest disappointments.

The author realizes that preceding pages constitute the merest outline of the story of pioneer life in the Rock Lake Community.

Volumes could be written, covering thousands of incidents in the lives of hundreds of individuals who poured out their lives in laying corner stones of empire in an untried wilderness.

On the whole, the faith of these pioneers in Southern Manitoba has been fully justified by later developments. That is to say, the resources of the country are as they found them. The people themselves have at all times measured up well when compared with similar communities in like circumstances, in other countries.

The district has not only developed into one of the finest of agricultural communities, but it has contributed its full share of outstanding citizens who are taking a part in building up other communities. Among these are ministers of the gospel, members of parliament, members of all the professions, heads of departments, writers, musicians, sportsmen and, perhaps above all, teachers that are outstanding in their chosen work.

If a cross section view of one community in western Canada shows a fairly accurate picture of the country as a whole, then it may be said in defence of a people who drifted into the economic difficulties that in recent years have almost overwhelmed us, that educational opportunities were so limited that very few persons, if any, foresaw, or even understood the problems that confronted them with the passing years:

If the descendants, the grand-sons and grand-daughters of these pioneers understand these problems better, with their greater opportunities in acquiring knowledge, it remains to be seen whether these have the courage, the initiative, the determination and the perseverance of their pioneer forefathers and mothers that will enable them to secure adjustment of their difficulties.


That these admirable qualities stood out prominently in the character of the pioneers will be seen in reading the sketches that follow, written by those who knew them well.

In preparing these sketches the editor has retained as far as possible the actual words, as well as the manner of speaking, of the person given credit for the sketch.

It is to be regretted that many very fine families of the district have received very little mention in these pages. The invitation to send in sketches was widely extended, for it is obvious that the most reliable information must come from the persons concerned.

We wish to express our heartiest thanks to all who have so ably assisted in honoring the memory of a generation of pioneers worthy, individually and collectively, of a place in Canada's Hall of Fame.

SKETCHES from REAL LIFE




Personal Experiences Of The Pioneers As Related By Themselves

Here is first hand information from the lips of the men and women who made the west.

This information will never again be available to historians direct from those who lived through the experiences described in these pages. Risking minor repetitions we deemed all these tales sufficiently important to warrant having them included, pretty much in the form in which they were written, or related, by those whose names appear as authors. These then are not the dreams of old men, nor yet the visions of youth. Rather are they word pictures, displaying the hard facts of life on the prairies. Life in a land that drew men then crushed them, unless they were strong. Being strong these men lived and conquered; building an empire in their struggle for existence.

The Editor



The Men Who Came West

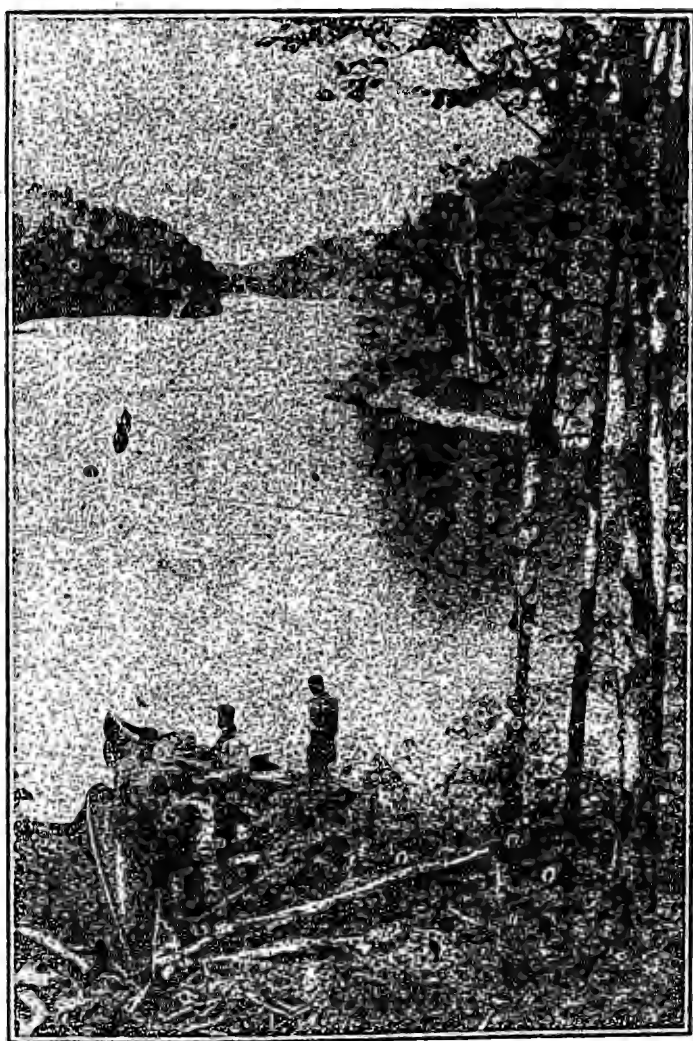
Have you harked to the tales of the brave pioneers?
Those who came from the East to the West?
Have you seen on their faces the scars of the years-
The suff'ring, the triumphs, the joys and the tears,
The surge of ambition, the pangs of their fears,
As they followed their soul-tiring quest?

Have you challenged the males of that God-fearing race,
Who defied with set jaws the unknown?
Have you weighed with just weights their endurance and grace,
Their adherence to principles naught could displace,
Their achievement of virtue, while spurning the base,
As they sought God in nature alone?

Have you learned of the Mothers who looked to their sons
For the brawn and the brain of their sires?
Have you known their distress as they saw loaded guns,
Guarding chattels, or country or loved little ones;
Holding true to the faith as the sand of time runs;
Keeping lit for the race sacred fires?

Lo! the structure of Empire that proud stands at ease,
Girt with strong bands of love and esteem;
With foundations of faith, one dear flag in the breeze,
Double armoured its builders, grown strong on their knees;
Hope garrisoned citadel, visions that please
Those brave leaders who followed the gleam.

Then give ear to the tales of the men who came West,
Although broken may now be their ranks.
Not with garments of culture and style are they dressed,
Not to them has the world always given its best,
Yet the heart-searching Father will call each His guest,
And they've won their dear country's best thanks.

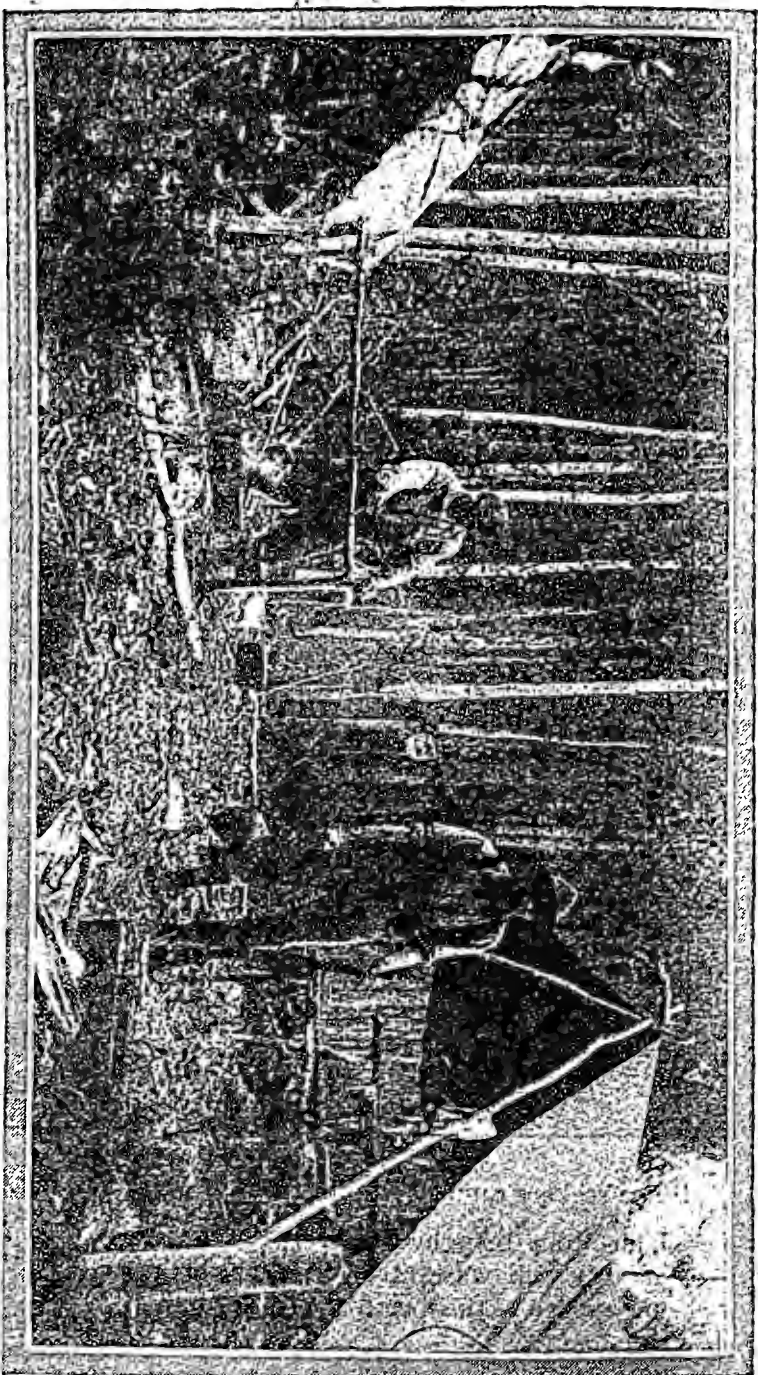


Home seekers camped on the shores of Crystal Creek.

John Ring thought the lovely crystal clear water of Crystal Creek warranted the name "Crystal City" being applied to the new town.



Many homesteaders preferred the "bush" and settled along the Pembina River.



Beginning Of Crystal City

By J. E. Parr

For about a decade previous to 1879, Ontario and the Eastern provinces experienced a severe financial depression and many of the citizens looking about to improve their circumstances were induced by the United States Government to migrate to the Western States where they were endeavoring to colonize Illinois, Iowa, and Nebraska. For a number of years, many of our sturdy manhood were enticed thither. Our own Government realizing this great loss, bestirred themselves to try and check this exodus, which was becoming serious. The Red River Rebellion seemed to be a helping factor to this end; for when the Government of Canada sent General Woolsley and a company of Canadian volunteers to Manitoba to quell the uprising, this fact provided means for a deal of publicity for the country. Following the successful termination of the rebellion in 1870, and the admission of Manitoba to the confederation a greater interest was taken in the west. The surveying of the Province and the building of the first Transcontinental Railway were speeded up. The Government also started a very active advertising campaign which brought the Red River country prominently before the eastern provinces. During the Seventies, and after the Red River Rebellion, colonists were slowly moving into Manitoba, but about '78 and '79 a fresh impetus seemed to spring up after the notoriety and advertising the country had received in recent years.

About this time many in the Eastern provinces, seemed to be seized with Horace Greely's advice, "Go west young man, and grow up with the country" and were looking to Manitoba for a new home.

Thos. Greenway (the late Hon. Thos. Greenway) being a member of the Dominion House from 1874 to 1878, took a great interest in circulating Government literature, about Manitoba and like many others caught the western fever, which resulted in his making a trip of inspection to the Crystal City district in the fall of 1878. Your informant reached Emerson about the same time and remained in Manitoba ever since.

Mr. Greenway on returning to the east busied himself during the winter, stirring up the people to move to Manitoba in the spring. He first organized a little company of eight men who agreed to settle together and work together for the first season. The Company was called the Rock Lake Colonization Company and was



composed of the following men: Thos. Greenway, J. J. Ring, William H. Greenway, Thos. Sando, Arthur J. Rollins, James McNamee, James Baker and William Parr. After Mr. Greenway had enthused the community with the "Go West" spirit, he arranged to run excursions to Manitoba during the following summer, which proved very successful, and with the result that great many settled in the Crystal City district during the summer of 1879. In fact the bulk of the best land in the Municipality of Louise was taken up during the summer. While a few homesteads were taken near Pilot Mound during 1878, the greater part of our municipality was homesteaded in 1879. Mr. Greenway's first party left Ontario the latter part of March, 1879, and arrived at Emerson around the first of April. One homestead was taken close to Crystal City in 1878, that being James Reid on the west $\frac{1}{2}$ of 24-2 12, the section on which Crystal City now stands.

The Rock Lake Colonization Co. set up their tents on the south half of thirteen which was the homestead of Wm. Parr. One tent for the dormitory and one for the dining and cook room, constituted Crystal City at the start. Our nearest Post Office was Mountain City about 50 miles away, and as we were naturally looking forward to building a town and having a Post Office within a short time, the question then arose, what shall be its name? Several names were suggested, when Mr. Jas. Baker said, "Why we will give it a big name like they do in the States; it is on the Crystal Creek named by the Surveyors, so we will call it Crystal City." This was given somewhat as a joke, however we all thought it was a good one, so when we wrote home to Ontario, we dated our letters Crystal City, and in a few weeks received replies addressed Crystal City, via, Mountain City, our nearest Post Office.

Shortly after the settlers petitioned the Government for a Post Office, which was granted, and Wm. Parr was appointed Post Master, with a lucrative salary of \$10.00 per annum. Our mail came by stage from Emerson and Mr. Helliwell was first mail carrier. J. E. Parr was first cook for the company, and of course, it was fortunate that the men had good appetites and strong stomachs. Operations were then begun in the way of breaking the virgin soil, getting out timber and saw logs for houses and stables, and erecting what they called the saw mill, which consisted of two posts put in the ground ten or twelve feet from a precipitous bank with timbers from top of the bank to each post far enough apart to roll logs out on.

The saw mill machinery consisted of a long pit saw and two men. When a log was placed over the pit, the bark roughed off and chalklined from end to end one inch apart, one man would stand

the log and the other in the pit and operate the mill. Mr. Sando's house built on section 18-2-11 was the first raised in the district and the roof was sheeted with lumber from this mill. This formed the nucleus to the Crystal City district.

1879 An Active Year

Mr. Edward Rollins filed the first homestead in the district in 1879, and Mrs. Rollins was the first woman to come that year. Jas. Martin was the second, coming about the same time. Louise Parr was the first girl in the settlement, close to the village. From this time on settlers were pouring into the district and things in general were moving apace, and by fall a goodly number of houses, both log and sod, could be seen over the prairie.

The following colonists among others filed on their claim during 1879. Edward Rollins, Thos. Rollins, Thos. Greenway, Wm. Herd Greenway, Jas. Baker, Thos. Sando, J. J. Ring, Wm. Parr, J. E. Parr, Wm. Daly, Robert Daly, Jas. Martin, Aaron Cudmore, Harry Cudmore, Wm. Werry, Albert Werry, John Elson, E. Elson, J. P. Smith, John Vasey, Wm. McKittrick, John McKittrick, Steven Jory, Uri Jory, Thos. Smallicombe, John H. Stewart, O. Howard, S. B. Lyons, Joseph Roger, Geo. Rogers, John Stewart, Jas. Stewart, Jas. Finley, S. B. Lynes, Wm. Allen, Richard Downie, Peter McLaughlin.

While we had a goodly number settle in our district during 1879, Pilot Mound and Clearwater districts were receiving their quota, and by fall choice claims were scarce.

As soon in 1879 as practicable, after getting homesteads entered and a few minor matters attended to, Mr. Greenway got the town-site of Crystal City surveyed and commenced erecting buildings. Before fall a church, a building for a store and a few other houses were erected. It was no small task getting in supplies of all kinds, for Emerson nearly one hundred miles away was our nearest trading town, and with no graded roads but simply an Indian or traders trail winding through a very wet country, one can imagine our trek to the "promised land" was tedious.

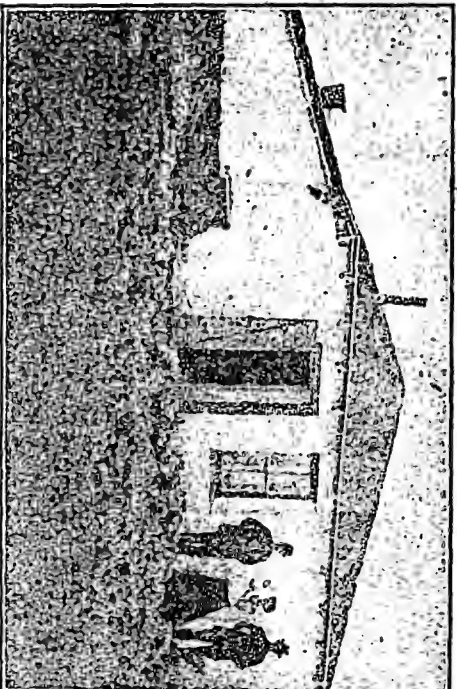


First Canadian Pacific Railway Train

The advent of the Railway in 1885 left the town too far from the station, so the town started to move the winter of '85 and '86 and finished in '86 and '87.

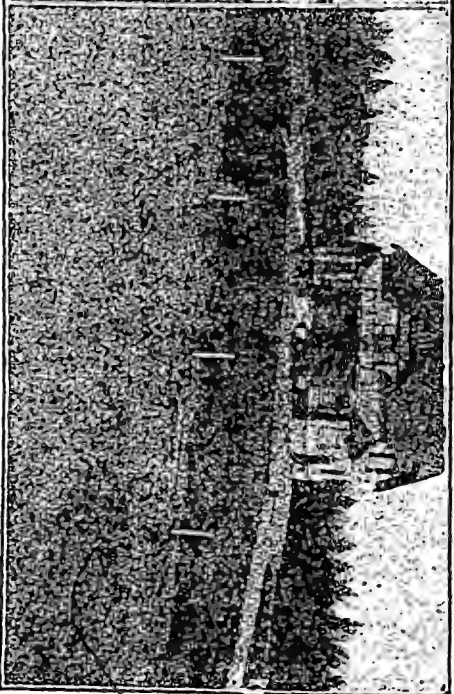
In the fall of 1879, the Electoral Division of Mountain was laid out by the Provincial Government, and Mr. Thos. Greenway was elected by acclamation.

The First Shack



First shacks built of sod, logs or boards in 1878-79, '80, '81 and 1882 were the homes of early settlers for several years. Many prominent business and professional men and women of Western Canada were born in such shacks. After the railway came through in 1885-86 lumber was available for

The Modern Home



those who had money to buy it and better houses were built. Due to set backs from losing crops through frost, gophers, drouth, hail and insects and due to low, even ruinous, prices for other produce, it was many years before modern homes such as the above were finally erected.

The Old Town And Its People

By James McNamee

The good people of Ontario and Quebec, who bade a sorrowful farewell to adventurers starting for the western prairies, believed their relatives and friends were more or less fool-hardy. They expected that after a few years of roughing it with the Indians and half breeds of the west they would return, if still alive, with more experience and less capital.

The view point of the settlers in Rock Lake district in Southern Manitoba was quite different from that held by those left on the old Ontario homesteads.

The very first arrivals speculated on the most likely spot for a community centre and at once set about organizing public opinion in favor of their proposed location of a town. The site selected, a rough survey was soon made and soon buildings of a sort, were under construction for the most part on Main Street.

Crystal City townsite was laid out on what is now No. 3 Highway, one mile south of the present town and west of the Crystal Creek.

Most of the business places were on the south side of the road. Here was to be a modern town; the centre of civilization, the front door to progress.

A list of the people of the old town of Crystal City in 1880, and later would include Rev. Andrew and Mrs. Stewart, representing the Methodist Church; Mr. and Mrs. Robert Rollins and son, Albert George, Robert Sullivan and family, James Robertson, Charles and Mrs. Secord and daughter Maud, John and Mrs. Knox, J. W. Smaill, Mr. and Mrs. Best and daughter, afterward Mrs. John Downie; Mr. Walbanks, Dr. Riddell and family, W. A. Kouk and family, Eugene Doberer, George Treleaven, Thomas Greenway and family, Mr. and Mrs. Andy Smith, Alex Robertson, Mr. and Mrs. G. F. Tweed and family, Jessie Poole, Wes. Poole, the Misses L. J. Minnie, Fannie and Nell Daly, Robert Daly, John Britton, George Huston, Herman Allert, Thomas Armstrong, W. Hyndman, John Johnston, H. J. Taylor and family, Mr. and Mrs. J. McNamee, George McNamee, William Longman, Mr. Sandercock, James Ruth-erford, Thomas Corrigan, Mr. and Mrs. Burns and family, W. Baker and family, Mr. and Mrs. W. Tweed, Mr. and Mrs. Sam Hicks and family, A. McNamee, Mr. and Mrs. D. W. Duff and family, Mr. and Mrs. John Balkwell, Mr. and Mrs. W. H. Greenway and family, James Flanagan, Edward Patching, James Freeland, black smith, Mr. and Mrs. W. Phillips and family, Harry Rance, John Murray.

Business Men in Old Crystal City

There were a large number of business places in old Crystal City and business was booming:

Robert Rollins, first general store; Smith & Robertson and Chas. Secord, also had general stores; Kouk & Doberer Hardware; Dr. Riddell, Drug store; George Treleaven, Harness shop; J. F. Best, Furniture store; James Robertson, Blacksmith shop; Flanagan Bros., builders of Farming mills; J. Johnston built and operated Brunswick Hotel; Robt Daly built and operated Livery and feed barn, also boarding house. The Maxwell Manufacturing Co. built a large implement warehouse. Mr. John Hettle was in charge assisted by David Watson, who afterwards was in business in Brandon. Mr. Wm. Burns built and operated a flour mill; Mr. Thomas Greenway had a weekly paper started called The Rock Lake Herald, which was edited by P. A. McDonald; Mr. W. E. Tweed opened a Dentist office; Mr. W. Baker operated a Stopping place.

Baseball in The Eighties

We organized a baseball team composed of the following:- Wm. Hyndman, catcher; James McNamee, pitcher; D. W. Duff, first base; J. W. Smaill, second base; George Treleaven, third base; W. J. Daly, short stop; David Watson, right field; Robert Daly, left field; W. A. Kouk, centre field.

I guess, I am about the only one left of the old team.

Crystal City Had A Choir

I think, the old town of Crystal City had one of the best choirs outside of Winnipeg.

Mr. William Rogers, leader; Miss Josie Rogers, organist; the Misses May and Ella Rogers; the Misses E. J. Minnie and Nell Daly, Miss Ruth Burns, the Misses Eliz. A. and Louise Parr, Mr. and Mrs. Dr. Riddell, Miss Dolly Richards, Mr. and Mrs. D. W. Duff, Miss Minnie Reid, Mrs. Thomas Greenway, Mr. Alex Robertson, Mr. George McNamee, Mr. Colman Hogarth, James McNamee, George Rogers.

Had A Town Band

In 1882 a Band was organized with Mr. G. F. Tweed, leader. I can not remember the names of all who composed the band. We had an orchestra as follows: A. McNamee, first violin; Frank Treleaven, second violin; William Treleaven, piano and Harry Steadman rattled the bones, and as soon as a dwelling was enclosed before the partitions were up we would have a stag dance.

I.O.O.F.

The Independent Order of Oddfellows organized September 11th, 1883. Mr. H.B. Rose, of Winnipeg being commissioned as special district deputy grand sire, with authority to institute a lodge of I.O.O.F. to be held as Crystal City Lodge No. 8, under the Jurisdiction of the Sovereign Grand Lodge. The five applicants for Charter appeared for the obligation; these were Dr. Riddell, W. T. Kenny, Eugene Doberer and D. W. Duff, The other applicant, Alex. McKay being absent.

The Special Deputy was accompanied by Past Grands J.D. Conklin and Williams who acted Deputy Grand Master and Grand Warden. The applicants having answered the usual questions and taken the obligations, the D.D.G.S. declared the lodge constituted.

Nominations for the several officers were as follows: Dr. Riddell, N.G.; W.T. Kenny, V.G.; E. Doberer, recording secy.; D.W. Duff, financial secy.

The following applicants for membership were received and given the first, second and third degrees. R. Rollins, G. Houston, J. McNamee, W. H. Rance, J W. Greenway, Thompson Rollins, P. W. McDonald and D.S. Houck.

Expert Help On Tree Planting

By Norman Ross
Indian Head Forestry Station

1. Plant only on well summerfallowed land.
2. Use only drought-resistant varieties.
3. Keep fences far enough back so that a 15 or 18 foot strip of soil can be permanently cultivated on both sides of the belt.
4. Where a belt of more than four or five rows is to be planted a snow-break of one row of Caragana should be arranged for, set back 75 to 100 feet from the main belt.
5. Take every advantage of the wetter cycles to get shelterbelts established.

The generous snowfall of the winter encourages home-makers to anticipate favorable circumstances for tree planting next spring. If precipitation continues above normal throughout the year, conditions will be favourable to prepare for a new shelterbelt planting next spring. Summerfallow or a hoed crop in summer will tend to conserve soil moisture on the strip to be planted to trees the following spring.

Caragana, ash and elm are in greater favour than poplars and willows, which tend to be short-lived in dry situations. At Morden and Eastwood, native Cottonwood thrives and remains vigorous for a long time, due to the water table being comparatively high. To the Northwest, poplar and willows are set with confidence only in low or moist locations.

A Manitoba Night In Winter

Glittering stars in a white gold sky;
Frost bitten zephyrs abound;
Silver the light from a moon hung high,
Snow clad the hard frozen ground.

Warm, lighted homes line the wide village streets,
Brilliant the glass fronted stores;
Silent the kiddies, snug under warm sheets,
Tight sealed the windows and doors.

Grain elevators engorged with "I Hard,"
String of "empties" awaiting their fill;
Curlers asweep, — they must lay down a guard;
Hockey teams, —puck, speed and skill.

Farmsteads wide scattered, stand plainly revealed,
House, barn and granary, straw stack;
Fence wire a-tingle, pump and horse trough congealed;
Hear how the collar beams crack!

Highway, stone ribboned, now an ice covered grade;
Market roads deep buried trails;
Railway trains plowing through cuts freshly made,
Clearing hard, glistening rails.

Beauty Unchallenged! So Regal the night!
Dignified stillness prevails.
But hark! The wind rises. That mantle of white
Soon is shredded and torn by fierce gales.

God pity the straggler caught late on the road!
Destined to plunge and despair,
Strangle and smother, then freeze neath his load;
Millions of swords pierce and tear.

Draw to the fireside, forgetful the wind!
Turn on the radio, sing!
Think of still moonlight! A world silver lined!
Skies only winter can bring!

Hail Manitoba! Our homeland so dear!
Rivers, alluvial plain;
Summer's brief loveliness may crown the year,
But we welcome gay winter again.

The Opening of Parliament

By H. W. Winkler, M. P.

Courier Feb. 10, 1938

Parliament is composed of two Houses, the Commons and the Senate. The opening of Parliament is a necessary formality performed in this case by the King's personal representative, the Governor General. In preceding years I have described briefly this opening and for that reason it may not be necessary to do so again, but in as much as every part of the formality has a meaning linked up with the past and is a part of the story in itself of the development of our democratic institutions, a word again about the opening may not be out of place.

Punctually at the given hour, 3 p.m., the Governor General, wearing full uniform of his office, drew up accompanied by mounted military escort to the main parliamentary entrance. Entering he was met by the Prime Minister and the Government leader in the Senate, both in Windsor uniforms, and there preceded by the ranking General officers of Canada and followed by the staff officers, they were escorted to the Senate chamber where all present who were seated rose. The Governor General took his seat on the throne at the head of the chamber and on his left Lady Tweedsmuir took her seat on a smaller throne. The ceremony at Westminster is duplicated in a lesser way, but follows it as far as the circumstances will permit. Standing on either side of the Governor General are the Prime Minister and the Government leader in the Senate. Seated on an immense hassock or wool-sack are the Judges of the Supreme Court in full uniform of office. Close to the throne, some standing, some seated, are the ranking officers of the Army and navy in their colorful uniforms. On the floor of the Senate also are the Senators, their wives and the wives of the Members of Parliament and the Deputy Ministers and their wives. It would be difficult to say which group contributes more to the colorful sight, the women or the army officers. The galleries and the corridors leading to the Senate chamber are also packed with invited guests who may not hear but can get a glimpse of the ceremony.

Meanwhile the House of Commons is opened by its Speaker who calls "Order". The Members rise and the Speaker reads a prayer. Seated again in silence, the House of Commons awaits the expected message from the Senate chamber. Three loud knocks are answered

by the Sergeant-at-Arms who reports to the Speaker that a messenger from the Senate awaits without. The Speaker tells the Sergeant-at-Arms to admit the messenger, who is the Gentleman Usher of the Black Rod, who attired in the dress of centuries ago advances and in the manner and language of those days informs the Speaker that the King has a message for the House of Commons. So, led by the Speaker who still wears the cocked hat and dress of other days, the Members of the House of Commons follow through the corridors to the Senate chamber where they enter as far as a brass barrier known as the Bar beyond which they cannot go. The Governor General informs the Speaker of the House of Commons that he has a message from the King, which he reads first in English then in French. Whereas the message from the King was indeed once a King's message, there is no need for me to explain that the King's message is now dictated by the majority rule of the common people as expressed by the Prime Minister and his Ministers from the House of Commons. As if to protect the rights of every class, during the reading, we have present the Government leaders, the Judges, and the members of the Senate and the House of Commons as I have said. Thus amidst the pomp and panoply of other days which have been preserved Government pronouncement as to policy for the coming year is expressed in general terms. Briefly they are these: The scheme for training unemployed young people, successful in 1937, will be extended. A measure of employment insurance is contemplated. It is proposed to amend the Election and Franchise Acts. Again the proposal to extend the authority of the Railway Commission which failed to pass the Senate last year will be reintroduced. It is hoped that a revised Canada-U.S. agreement will be submitted during the session. The activities of the Prairie Farm Rehabilitation Department will be continued. The Department of Agriculture plans to improve the quality of Canadian farm products for export. Legislation will be introduced to define the principle on which electrical power may be exported. Returning to the House of Commons, the appearance of the the Prime Minister is awaited. Soon he comes dressed for the street and business of the House proceeds. An unprecedented number of vacancies in the House caused by death have been filled by the election of the new members, who are led by the Prime Minister and one of his Ministers and introduced to the Speaker. The Prime Minister moved that the Speech from the Throne has precedence over other business.

On Friday the Ministers of the Crown tabled their term reports and following that tributes were paid by the party leaders to those who had died during the recess, two of them, Sir George Perley and Dr. Toimle, having been at one time Ministers of the Crown. The Prime Minister also paid tribute to the memory of the late Sir Robert Borden.

Sixty Years After

Stock Day has been a red letter day at every shipping point in the district ever since the advent of the railway. Often amusing and sometimes thrilling incidents occurred before the day was over. Methods of handling stock have changed very little in sixty years. Here is how John W. Linton, B.A., Courier representative at Snowflake described shipping day in the Courier of Feb. 10, 1938.

The game of Curling has remained popular since the first rinks were built. The social part has always been important and is now, as is shown by this item from the pen of The Courier representative in Clearwater, Mrs. Thos. Richardson.

"The Curling Club held a point contest last week, the losing rinks to pay for the oyster supper. This was held on Friday night last and proved a very enjoyable affair. Oysters, bacon, sausage, pork and beans, cake and coffee, were cooked and served by the members, after which they enjoyed a program of singing and instrumental music. Rev. W.C. Hewitt, of Pilot Mound, presided at the organ and otherwise assisted in the program. All claimed they had a grand and glorious evening."

Sixty years ago a new shot gun was an extravagance.

Decidedly expensive at the present time is the cost of preparing for war. A Modern battleship, fully equipped, costs \$60,000,000 where they once cost \$30,000,000. The United States Army's new "flying fortress" bombers cost \$250,000 each. Great Britain's rearmament program of \$7,500,000,000 for five years is about as much as Britain spent during four years of the Great War.

Shipping day in town provided some excitement in the form of a cow with individuality and original ideas. Totally refusing to co-operate, she broke loose and proceeded to show her contempt of mankind in general and of several citizens in particular. These citizens showed hitherto unsuspected agility in running and dodging, which was fortunate as it enabled them to keep at least two jumps ahead of the cow until they reached a place of safety. This reign of terror was finally ended by a hastily formed committee of stout hearted citizens who set out on the trail of the terror in the doubtful security of a sleigh box. Even after being apparently subdued, this resourceful creature made one last bid for freedom by endeavoring to enter the sleigh box. The occupants hastily jumped out with the exception of one luckless individual who slipped and who excitedly pleaded with the cow to "wait a minute." This plea was lost upon the cow, which however, through the inevitable superiority of brain over brawn was finally subdued and the populace breathed freely once more.

In 1878 horses and oxen provided the only means of transportation as well as tractive power.

Today

WINNIPEG—City engineer complained he could not get enough horses to pull enough snow plows to keep the streets of Winnipeg clean.

Accuracy of The Press

Country weekly newspapers have after Sixty years a vastly improved standing in Manitoba.

In nearly all cases the local paper is free from the chains of party bondage and does not hesitate to advance such policies as it believes to be in the best interest of the country it serves. If attacks on the accuracy of the press were the vogue sixty years ago, as now, the newspaper editor now has an answer, as is shown by this editorial from The Courier of Feb. 10, 1938.

The Amendment introduced in the Manitoba Legislature by a supposedly adult person, to guarantee, by statute, the "accuracy of the press" has about as much sense to it as would the introduction of a measure compelling the government to guarantee the purity of Red River water for drinking purposes.

Before river water is fit to drink, it must be filtered (especially around Winnipeg) and even then its absolute purity could not be guaranteed. So from an ocean of inaccuracy, rumor and inaccessible facts, a newspaper editor filters news to publish for the information of interested citizens.

The value of his services to the community can be best indicated by comparing the proven facts recorded in his newspaper from day to day and from week to week, with the froth and indecency and positive inaccuracy of the mass of rumor and gossip continually floating through a community by word of mouth.

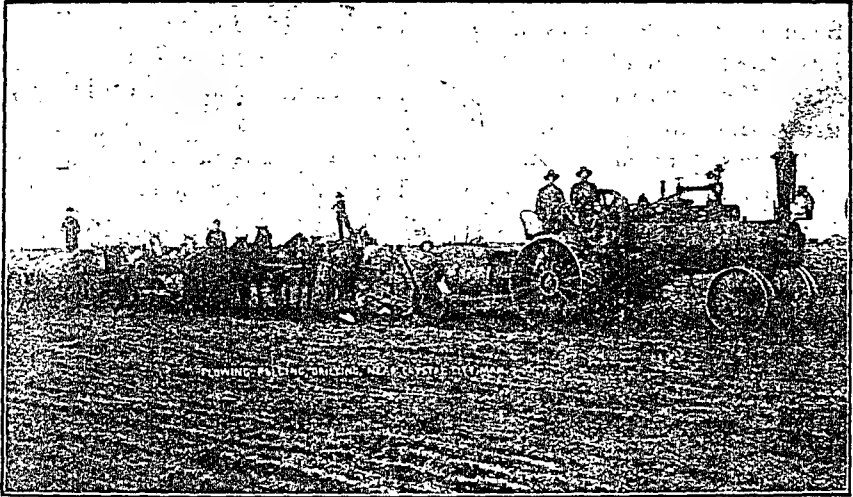
Modern up-to-date communities now offer wide open doors to the representatives of the press, and otherwise assist by furnishing official reports, for publication, of all worth while proceedings, of interest to the public, now or at a later date. Such co-operation results in securing accuracy of the press, in the only way that it can be secured.

Every editor appreciates having his attention drawn to any error that may appear in his paper through incorrect information. A thousand times more appreciated is any act of co-operation that assists the editors in obtaining all the known facts BEFORE the article is published.

Sixty years ago the forests of British Columbia were unknown. Radio was not dreamed of. Here is an item from The Courier in 1938.

The radio broadcasts from British Columbia convey a vast amount

of useful information to the prairie people. The roar of the machinery in the big industrial plants is pleasing to persons sick unto death of the gruesome racket that comes from some other directions in the name of music.



Grain Growing and Marketing in the Early Days

The sight of open prairie, with no trees, stones, or stumps to interfere with immediate tillage of the rich, black soil of the Rock Lake district, in Southern Manitoba, brought joy to the hearts of men brought up in heavily timbered districts of Ontario and Quebec, where the timber itself was of no value. In such districts it was the work of a life time to clear a farm. No wonder that incoming settlers first selected without hesitation, the open prairie, not knowing what might befall them in years of drought, the terrors of which they were totally ignorant.

The land for the greater part was broken with a 12 inch, single furrow, walking, breaker plow drawn by two horses or oxen, quite often it was oxen. Perhaps a cow or bull and an ox.

There being no cultivators, the sod was left to rot until fall when it was "backset;" that is plowed, this time about an inch deeper than before.

The harrows were now able to tear up the sods and make a rough seed bed for spring sowing. It was believed that no fall sown grains and only hardy grasses would live through the winter. We have learned this is not the case.

Golden Drop wheat, Banner oats and anything that looked like barley was sown. Red Fife was introduced; then White Fife and "Black" oats. The "Black" oats have remained on most farms, but not with the consent of their owners.



Sowing was done by hand, and the seed covered with the harrows. Soon broad cast seeders and hoe drills were introduced. Years later the shoe drill came on the market and was together with the "Gang" or two furrow riding plow, a revolutionizing factor in grain growing on the prairies.

The first harvesting was with the cradle. The man cradled. The wife bound the sheaves after him. The children stooked the sheaves, if they were big and strong enough to lift a sheaf.

Then reapers were brought in. These machines cut the grain which fell on a table and was raked off in sheaves. In the grain was an even stand the sheaves were about the same size. As the rake off was mechanical, a thin spot of grain would result in the delivery of a smaller sheaf. Horses or oxen, or sometimes one of each, drew the machine. Men and women made straw bands, and tied the sheaves.

Binders were introduced in 1881 and cost over \$300. Soon they were on nearly every farm.

The first threshers were flails. In 1880 Robert Duncan brought in a small horse power thresher that went around from farm to farm. Soon groups of farmers organized to purchase machines, run by horse power. Two or three tread mill outfits continued to work for several years. Ring and Parr and Kerfoot and Pack had these, but they were slow threshers.

It was a tremendous advance when the first steam outfits came into the district about ten years later. Separators run by internal combustion engines are entirely modern.

Grain was first measured at the threshing mill in a bushel measure, then poured into bags. Later bags were hung on the spout and the bushel measure dispensed with.

The grain was hauled to the granaries in most cases.

All grain was taken to market in 2 bushel bags. The market was at Emerson, 100 miles away, an 8 or 10 day return trip for oxen and at least a week for horses. Storms or bad roads often lengthened these trips to 2 weeks or more.

The home market was the most profitable, much of the surplus grain being sold to incoming settlers on their way west.

The railway reached Manitou in time to haul the crops of 1883. The trip to Manitou and return could be made in two days.

Frost was the bane of the grain grower. Many excellent fields remained uncut because of frost. Frozen wheat brought a very low price because its value for milling was low. Many loads were drawn to Manitou that brought not over 20c per bus. and cases are vouched for where unsaleable wheat was dumped in the streets, rather than draw it back home.



About 50 busbels of wheat was the usual load. If two neighbors went together they "doubled" up the steeper hills. All sleighs were equipped with a "dog." A sharp iron prod that went into the ground and held the sleigh on a steep hill until the winded horses got a brief rest.

The bags were tied with binder twine picked out of the straw stacks by the little boys in their "spare time."

There were many accidents on the Pembina hills. Some of them quite amusing to those not embarrassed by them. On one occasion Mr. Best, a farmer with more experience in handling furniture than horses, had hitched his traces too long. Going down the Pembina hill a momentary drop of the sleigh runners into a "pitch hole" checked the pressure on the neck yoke and the tongue fell down. Mr. Best yelled whoa! and pulled the horses up. The sleigh shot a head between the horses and Mr. Best being too fat to get out of the way the neck yoke caught him on the nose.

Men rushed to untangle the horses and sleigh but the bloody nose caused more laughter than sympathy.

Mr. J. E. Parr, a well known Crystal City grain buyer says:-

"The arrival of the railway to any new district, those days, was enough to make any people jubilant. Following the arrival of the railway two or three grain firms built warehouses in Crystal City for handling our cereals. One firm was Gordon and Ironside and another was Roblin and Armitage. The grain warehouse was built with floor about level with the car floor, and usually contained from four to six bins on each side of a gangway. A platform at the front had a thousand pound scale. The grain had to be placed on the platform; then six or eight bags high on the scales, then carried into the warehouse into a bin and emptied.

In loading cars, the grain was shovelled into a two wheel truck or cart and dumped into the car, but a lot of the grain had to be shovelled from cart to car, as the car filled up.

I bought out Gordon and Ironside warehouse the winter



of 1887 and 1888. A partnership was formed with J. J. Ring, and we thus got into the grain business. After a few months experience, we decided to quit the business or build an elevator. We built the first elevator at Crystal City the following summer 1888. Some of the older of the younger generation will likely recall it stood on the site that the U.G.G. elevator now occupies. This U.G.G. elevator is the third one on that spot."

Other firms built elevators in Crystal City. A total of six in the town handled the grain at times with difficulty. The three large electrically equipped elevators now after sixty years, in the town, have a much greater handling capacity than had the six old houses.

Most important of all markets was the market provided by the local flour mills. John Coulthard at Clearwater located his mill in the valley at the side of the little mountain and not far from Bob Roger's store.

The Crystal City mill built by Wm. Burns in 1880 was located on the east side of Crystal Creek near the No. 3 highway bridge location at this time. Custom grinding kept these mills busy most of the time. Their surplus products was taken mostly by settlers at other points. The Pilot Mound mill was followed by the erection of a large oatmeal mill in the new town, operated by Dow and Curry. When this burned down, no further mills were built.

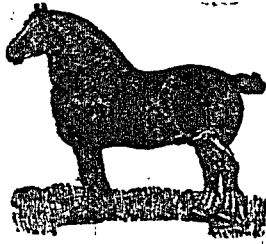
Hon. Thos. Greenway built a modern roller mill in the new town of Crystal City after the move was made to the C.P.R. townsite. This was managed for many years by his son, Wm. Hicks Greenway and later by, among others, A. J. Holden, H. H. Howard and Geo. Glenn. Later the firm of Bullock and son acquired the property who operated very successfully for some years but eventually sold the mill and it was moved to Saskatchewan.

The price received by the farmer at the "mill" was often better than he was offered by the elevators.

The controversy on grain grading, started when the first wheat was grown, has never ceased. Varieties of grain grown in 1880 are now obsolete owing to the prevalence of rust in more recent years. As each variety was abandoned better was found and for a time Marquis was considered the best wheat ever grown in any country.

Throughout a period of sixty years Southern Manitoba has maintained a leading position in the estimation of millers because of its enormous production of high quality grain.

Dunc. McLennan's steam plowing outfit is shown in the illustration. Note the steam threshing "rig." This was many years later than the days of the ox team, cradle and flail.



A District Famous For Its Live Stock

Crystal City, Clearwater, Pilot Mound, Snowflake and Glenora districts became noted for the fine horses, cattle, hogs and sheep produced and exported for sale in the eastern and European markets. Gordon and Ironsides were heavy buyers in this territory and in addition there were weekly shipments to Winnipeg.

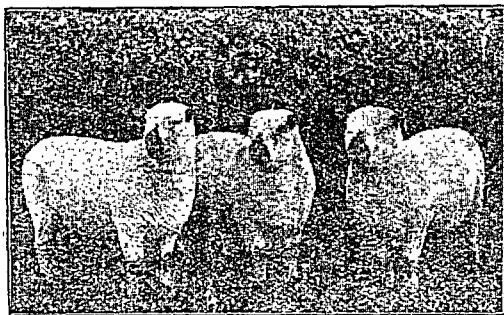
Among those farmers, who became well known to buyers and visitors because of their stock winning prizes at local or provincial fairs were Thomas Greenway, J. J. Ring, P. B. McLaren, R. S. Thompson, Wm. Reesor, Wm. Gardiner and sons, N. C. Argue and sons, McKellar Brothers, John McKitrick and sons, R. T. Robertson, W. Trann, Jos. Spence, Wm. McDonald, Purves Thompson, Shilson Brothers, S. B. Lynes, George Mutch, Frank Publow, the Morrow families, the Murdock families, the Preston families, Robert Duncan, the Gorrell families, the Gemmill, Cockerline, Birnie and Fraser families, John Sandercock, A. Taylor and sons, John Fallis and sons, Stewart Bros., Wm. McGill and sons, James Wilson and sons, D. A. Stewart and daughter, Joseph Rollins, Joseph Lawrence, Albert Sansom and many others. It became a saying among horsemen, "If you want a car load of good Clydesdale horses or Shorthorn cattle, go to Crystal City district."

Among those who became prominent in shipping live stock were Aaron Cudmore, Frank Greenway, Wm. Tait and James Baird and later W. Brooks and Gardiner and Wall.

Purves Thompson, Gorrell brothers, Robertson brothers, J. J. Ring and others and above all Prairie Home Farm could be depended on to have good registered breeding stock for sale at all times and buyers came from all parts of the west and U.S. points.

Southern Manitoba had many farmers who thoroughly understood the science of feeding live stock and gloried in their art. Among





these were James Martin, Tom Phillips, Jim Cochrane, W. H. McKitrick, John McDonald, Ed. Cavers, James Wilson, Wm Drewry, Wm. McGill, Thos. Caughlin, Wm. Gardiner, Mr. Wall, Robert Ring and many others.

Bob Ring would say, "Just give your team a rub down with any oats they may leave in their boxes and they will do a day's work for you."

Some one would remark to Henry McKitrick when he drove into town, "Such fat horses! What do you give them."

"Oh! I give them wheat straw."

"Wheat straw! They must eat a lot of it!"

"But they don't eat it. They sleep on it."

Tom Phillips would say, "Meat on a horse is like charity; it may cover a lot of defects, and its always in place."

Some of these lived to see their soil drift so badly it would no longer grow oats for the horses.

Good sires in the hands of good farmers made a notable contribution in building up the splendid herds and flocks in the district. Among horsemen, Oughton Bros. had Prince of Wales and others; P.B. McLaren had Grand Times. John Ewen, Fraser, Jimby, Preston, Argue, and many others had good horses. George Bale, D. McLennan, McLeod and many others were notably successful in this line of farming.

Wm. Trann was an outstanding breeder of Poland, China and Tamworth hogs, and Shropshire sheep on his Boundary Farm and Calvin Foster and Thos. Baird and others had fine flocks of sheep.

J. J. Ring built up a fine herd of Shorthorn cattle, finding ready sale for breeding stock in earlier years. Purves Thompson had an outstanding herd of Shorthorn cattle.

Prairie Home Farm the pride and joy of Hon. Thomas Greenway became noted for the excellence of its Shorthorn and Ayrshire cattle, Clydesdale horses, Berkshire and Yorkshire swine and Shropshire sheep.

The annual sale of breeding stock at which Hon. T. C. Norris, presided, as auctioneer, assisted by W. G. Duff, local auctioneer

was attended by hundreds of farmers and ranchers, from far and near; special trains carrying those from a distance.

Notable stockmen were in charge on this farm. James Yule from Scotland was an expert breeder and feeder and a well known judge at many fairs. His son Charles educated in Crystal City became a figure in Alberta as an expert judge and breeder of good stock.

W. Simm, famous as a fitter and showman, was associated with Jas. Yule in their notable show ring successes; both on Prairie Home Farm and on the Van Horne Farm near Winnipeg. Operators on the farm included Waldo Greenway, Harry Essery, Robt. J. Sharpe and Nick McIntyre.

Building up a dairy herd resulted in the establishment of a creamery on the farm operated by Harry Oastler as butter maker.

Famous Shorthorn Sires included Judge, described by Wm. Simm as the Daddy of the Herd; Sittyton Hero, a bull that brought \$775 under Auctioneer Norris' hammer; Rosy Morning and others. As high as \$1000 for one cow was paid for foundation stock in this herd. Prices obtained at the sale held in 1905 ranged from \$75.00 to \$200. The dispersion sale was held in 1908. Famous Clydesdale sires included King of Clydes and Keynote.

Mr. Greenway, the owner, found relaxation from his duties as premier of the province, on his beloved Prairie Home Farm. He found pleasure in walking around among his herds and chatting with neighbor farmers and their sons. Perhaps the finest tribute to his memory is found in the well known fact that men who knew him personally in this way, almost invariably voted for him, always excepting those whose allegiance to other interests prevented them from giving him their support.

Located in the geographical centre of a vast continent with only one city of any size to feed, and shut out by high tariff walls from countries that would gladly buy our products, the one insurmountable problem of southern Manitoba has been lack of steady markets.

Encouraged by their ability to produce live stock of the finest quality farmers at times increased production, only to be compelled to throw away their surplus stock at sacrifice prices. A chart of prices received by the farmer over a period of sixty years looks like the height and depth measurements of the waves of the ocean in a bad storm.

Farmers who sold steers at \$60 per head in 1937 for which they would have been offered five or six dollars in 1933-34 know that this absurd situation has persisted, while householders paid consistently high prices for their meat purchased from the abatoirs.

Southern Manitoba is today suffering for lack of good breeding stock. Lack of steady markets is the complete explanation.

Our so called Public Stock yards are a splendid success from the stand point of feeding and handling facilities. As a market for farmer's produce, they are a cruel joke.

Instead of advertising the province as a place where the farmers receive the highest possible prices for their produce - at all times a price which includes cost plus a living profit - these public markets advertise Manitoba as a place where the farmer receives the lowest price possible for his live stock, a price that often shows a loss on the cost of production. A "take it or leave it, you'll get no better offer" market. A market that is directly responsible for putting out of business such fine herds of breeding stock as once could be found in Southern Manitoba, and which declined because farmers could not go on sinking money in foundation stock whose progeny found sale only at ruinous prices in our public markets.

It is well to note here for the benefit of Statisticians, that the top prices quoted each year bear about the same relation to net average prices actually paid the farmers, as top prices quoted for 1 hard wheat at Fort William, bear to net average prices received on the farm for grain; a wide variation indeed.



POULTRY

Farmers in Southern Manitoba, known that the advice, "Despise not the day of small things" is good. They have learned that seemingly unimportant side lines may become the main source of income. An example of this is found in the case of poultry which became of real assistance to many homes during years of crop failure. Paying attention to any particular line is bound to bring out talents that would otherwise lie dormant. J. H. Beavis among others became expert in raising poultry and preparing them for the show ring; winning many prizes and acting as a poultry judge. He continued these successes in grain and became the champion exhibitor of wheat in Manitoba.

Gordon Windsor was so successful in poultry that he specialized in that business.

The Poultry Department of the Crystal City and Clearwater Fair became important to many.

Pilot Mound In The Early 80's

As Seen Through The Eyes Of A Very Juvenile Youngster

By George M. Fraser

In the summer of 1879 my father left Teeswater in Bruce County and homesteaded on the prairie on the S.W. $\frac{1}{4}$ of 21-3-11. During the same year my uncle, Jas. Fraser obtained the title to the S. $\frac{1}{2}$ of sec. 20, and also some adjoining land and in the following year 1880 he organized and laid out the village of Pilot Mound, on the slope and base of the hill. In August of 1880 my mother brought her family out. I was then only four years old. We were part of a large group of emigrants. Leaving the railroad at Emerson we treked west in covered wagons drawn by oxen. In the evenings when we camped we had to build smudges to keep the mosquitoes from the oxen and the tents. Young Dave Watson and myself were the ones delegated to make the smoke. One evening we stayed at a Mennonite home. They were very hospitable. We slept in the house and had breakfast there. There was only the earth for a floor, but they had an organ. One door opened into the stable and the roosters served for alarm clocks. Outside was a scale and we all got weighed, all but Mrs. Dyck. The scale would not weigh her. The company thought that was a big joke, but I could not see the point.

When we arrived in Pilot Mound we lived in a sod shanty. My father was busy building our house. It was built of logs, on the east slope of the hill and today it still stands there as straight as it was in 1880. He also built a shop and for four years he was the village blacksmith. His work in the shop consisted of making and sharpening plow shares, which were in great demand, repairing broken machinery and shoeing horses. In the winter he often had oxen to shoe. These were shod with lighter shoes than the horses and they were split at the toe.

The years 1880 and 81 saw a great building boom in Pilot Mound. First a large school was erected and opened in June of '81. Duncan McLean was our first teacher and he had an enrollment of over forty. D. A. Stewart was the first secretary-treasurer and also the first school inspector. In the following year a Normal Training School was opened under Professor Goggin of Winnipeg, assisted by W.A. McIntyre, who later became the Principal of the Winnipeg

Normal. Other buildings erected during this rush were: a store Post-office by J.M. Fraser, a harness shop by D.B. Graham, a drug store by Dr. McCracken, a hardware store by Godfrey and an implement warehouse by Bellamy. A Livery stable by Mr. Snowball, a grist-mill by T. P. White and B. White, a saw-mill by McIntosh, a brick yard by Carson and a large Community hall which was called "The Marshall."

The Livery stable did a very brisk business in those days as there was a great deal of coming and going. Mr. Snowball had several good driving horses also buggies well equipped with buffalo robes or rugs. Buffalo robes were as common as horse-blankets are to-day. One day an Englishman came into the barn and asked if he might have a horse and buggy to drive out in the country some distance. Mr. Snowball assured him that he could and as he went to get the horse he asked the traveller if he would like a buffalo as the day was rather cold. He replied quite indignantly, "no I don't want a buffalo, I want a blooming 'orse." So, like most Englishmen, he got what he wanted.

The village was now of considerable size, but there was still no church. But what the community lacked in the way of a building was more than made up to it in the Personality of the minister. Rev. Dr. Farquharson came in 1880 as a student missionary from Toronto. After his ordination he returned in 1882 bringing Mrs. Farquharson with him. Here he began his life's work. The field was a large one. The centre was Pilot Mound and the U.S. boundary was the ever widening horizon. He had one horse, the slowest animal I ever knew, but never-the-less he did the pastoral work of this immense district and laid foundations that will stand the test of time. Services were first held in private homes, then in the school-house and later in the Hall. A Sunday-School was organized in 1881 in the new school with Mr. McDougall as superintendent and my mother as primary teacher.

The year 1885 was a red letter year for Pilot Mound, for it was then that the railroad crossed the Pembina river and headed west. Every effort was made to bring the road into Pilot Mound, but in those days there was so much water everywhere that the survey party could not get a suitable road-bed any nearer than it is at present. Then began the big task of moving the town over. This was done during the winter of '85 and the summer of '86. The houses were jacked up and huge timbers on rollers placed under them. Then a big rope was put around the house and fastened to a capstan anchored some distance in front. A team of horses turned the capstan until the rope wound up, and then the process was repeated.

1885 was also the year of the Riel Rebellion, and it was an anxious time for the settlers of this young colony. The Pembina valley to the north was swarming with Indians, as it was a great hunting ground. The Mound was their Sun Dance Hill, and to the South were the Sioux Indians who were never happy unless they were fighting someone. But the rebellion was finally crushed, the war clouds cleared away and everyone breathed freely again. In this district this was due in large measure to Joseph Godon, who by his loyalty, integrity and unceasing efforts managed to keep the confidence of the Indians.

Trees Add Beauty And Value To Life

There is an area in the centre of the continent of Africa nearly as large as all of Europe, without water and trees, and it is rightly called a desert.

There is an area in the centre of North America as large as the Sahara Desert, that is already without trees and where water is uncertain. In years of rainfall vegetation is abundant. In years of no rainfall, desert conditions threaten the whole area, now that the cultivated surface of the soil is without sod protection to prevent the merciless desert drift.

Sixty years of experience on the prairies have at last taught the residents of these plains that they must protect the soil from drifting. That they must plant to trees at least twenty per cent of the land, and if another twenty per cent constituted reservoirs of water it would be found that there would be greater production from the remaining sixty per cent over a life time than would be secured by trying to farm the whole area of drifting, drouth cursed soil.

The value of the wooded areas to the early settlers is shown in this lovely word picture from the pen of Walpole Murdock.

"During the first days of settling the district around Pilot Mound many colonists from Paisley obtained nearly all their building timber from government owned land on the south shore of Olson's lake. The trees were poplar and were of good size. A spot had been cleared near the bank, and in this opening the logs were placed on sleepers and hewn by the use of a broadaxe. At the time of my visit in early June, 1879, when the forest was just bursting into leaf, there were more than a dozen men at work with axes, chains and ox teams. There was a delicious odor of the wild wood where the juicy chips fell to the ground. A camp fire burned for the purpose of making hot tea and frying bacon at lunch time. The oxen fed on hay that had been taken to the woods, It was a



busy and interesting place. Wild ducks skimmed the lake, some were on nests, and on one occasion several jumping deer came bouncing right into camp with such suddenness that no one fired a shot although several loaded guns were close by. It took about forty logs to make the walls of a prairie home. Sometimes the foundation had been previously made of oak. The poplar logs were easily hauled after they had been dressed on two sides. Some of the men who worked there those pleasant summer days were Robert Blackburn, sr., R. Blackburn, jr., M. Blackburn, Alex Murdoch, John Moffat, John and Frank Publow, Mr. Hall, D.A. Stewart, Mr. McLean, Fred McDougall and others I cannot name, but all were happy and were getting a thrill out of building new homes in a new land. The road to the place was the first bush road I became acquainted with in Manitoba. The lake was full and bordered with reeds and willows and encircled by muskrat houses that showed their shapely brown tops above the water all along the line of withered rushes.

When October came several loads of young people from the plains assembled for a day in the forest at this place and took their noon dinner at the old opening in the woods. Where the campfire had blazed in spring time a new fire was kindled on which tea was made. There were cakes and sandwiches and a very jolly time experienced. Soon baskets were filled with hazel nuts and cranberries and then another rest was taken by the fire while the voices of the wild forest around added charm to a very rosy day in the wilderness. I can remember the party as well as if it had occurred recently, instead of fifty-nine years ago."

The popular wood, being soft, was easily worked and besides being used, as here described, was also made into lumber, which was durable and valuable indoors. Poplar shingles were made at the Preston shingle mill and covered many houses, but were short lived.

North of Clearwater were found many fine specimens of the oak tree and though hard to work these were hewed into building logs and sawn into lumber.

After 60 years many of these oak log buildings are sound and in every day use; in most cases as granaries, or other out buildings.

It is interesting to note here that D. A. Stewart, referred to by Mr. Murdock, lived to see the spruce trees in the grove planted by himself on his homestead north of the big hill, grown to a size plenty large enough for commercial timber. Before his death in 1937, Mr. Stewart remarked that many a mill owner would be glad to get his saws at work in his little timber limit, grown on his homestead during his life time.

Pioneer Days In The West

Squatting on unsurveyed land in the
North West Territories west of Clearwater

During the early part of the spring of 1880 Thos. Caughlin, with his wife and several sons, said farewell to their friends and relatives in Middlesex County, Ontario, and loading their 4 horses, 2 cows, 8 chickens, some farm equipment and household effects, into a car at London, Ont., started on their trip via Detroit and Chicago, for Emerson, Manitoba.

Mr. Caughlin accompanied the car of settlers effects and the family went ahead by passenger train, apparently an improvement in service, over conditions of 1879. Trains running through unfenced territory were often held up by stock on the track and the train carrying Mr. Caughlin ran into a bunch of horses killing several head, south of St. Paul. Arrived at Emerson the family headed westward for the Clearwater district, fast filling up with settlers.

German Mennonites from Southern Russia, who had colonized a large tract of land in the southern part of the Red River valley, in Manitoba, were becoming well established on their farms by the year 1880.

Settlement of homestead lands was continued by first arrivals from Ontario at the same time and later, and if lands from Morden to Emerson were settled to a large extent by Mennonites, farms west of Morden were taken almost exclusively by men from Ontario.

During 1878 the Manitou country was pretty well all taken and the rush of land seekers in 1879 pretty well covered the entire balance of the south western corner of Manitoba, all of which was surveyed in 1873-4. The western side of range 12, one mile west of Clearwater, was the extreme western limit of surveyed lands and the western boundary of Manitoba in 1880. Land seekers coming through these settlements in 1880 found no homesteads left and being unable to record an entry for unsurveyed lands, merely selected land they believed suitable and "squatted" on it, taking a chance on being able to enter for it, when the survey was made.

The Caughlin family reached Clearwater without mishap travelling 100 miles through a country in all stages of settlement.

Settlers already squatting on lands in the North West Territories, tributary to Mather and Clearwater as now named, when the Caughlin family arrived, included John L. McIntyre, D. G. Mc-



Intyre, John Smith, Tom and Murdy McRae, John and Alex Mc-Tavish.

Arriving in 1880 were the families of Thos. Caughlin, Will Roberts, John Lawrence, Jos. Lawrence, L. Manning, James Cavers, Ike Finch, Robert Blow.

In '81 came George Bale, Wm. Ford, George Mayo, David Fulford, Hugh Moore, Tom Howard, Murdock McLeod, Donald McKinnon and their families.

In 1882 came George Solton, John McFarlane, Wm. Coulthard, Robert Davy, Charlie Myall, James Laidlaw, Gabe Holmes, Robert McMillan, John White, Gordon Bros., Bill Terry, Bill Bird, James Strain and their families.

Sod Brick Homes

Material for building houses and stables was secured by plowing furrows in a low spot or slough, where the sod was tough. These sods were cut into lengths that could be handled, using the coulter off a plow or a sharp spade. A skilful workman built, in a very short space of time, the four walls of a building, using wood for door frame and door and for window frame and window sash; using no vestige of mortar.

Poles from the bush made a roof. On these poles was laid brush then sod, lapping these like shingles. Logs for more permanent buildings, as well as the year's firewood were hauled in winter from Sec. 37, that mythical timber limit that supplied all Southern Manitoba.

Ox Power Operations

Returning to Calf Mountain Mr. Caughlin traded a team of horses for a yoke of oxen, some wheat, oats and barley and five bags of flour. A valuable addition of much needed supplies.

Hay was cut with scythes and raked by hand.

One son got work with James Stewart at \$5.00 per month, later in the summer another got \$10 per month, working out.

With such supplies as they were able to grow and earn during summer, the Caughlin family faced their first Manitoba winter with a total of \$50 cash. Such were the conditions faced by thousands of families on the prairie of southern Manitoba in the fall of 1880 and for several years thereafter.

Mr. and Mrs. Thos. Caughlin, like thousands of other sturdy pioneers, lived to earn and hold the respect of friends far and near. They had the satisfaction of seeing their sons and daughters settled in homes, well to do members of a prosperous and progressive community.

This achievement stands to the credit of this pioneer race of agriculturists, who by their courage, their skill, their tenacity of purpose, their high ambition to leave the world a better place to live in than it was when they entered it, have built a western empire worthy of the efforts put forth on its behalf. The memory of these noble men and women is honored in the achievements of their sons and daughters.

Edward T. Caughlin, son of this worthy couple continues the story.

"In those days oxen was the main power for breaking. We worked them all day, turned them out at night, and if they got too hot in mid day into the slough they would go, to stand there till you lost all patience and waded in after them. For all that we got along fine with them, for they sure ploughed a lot of land. What grain we had in '81 and '82 we sold to settlers that were moving in. I think I ought to say something about the early state of the roads and sloughs and stopping places. If you landed at a house at night they always put you up. Never turned any one away. If you could not make a house, well, you had to sleep under the wagon and take your chances on being eaten alive by mosquitos or wolves.

Wagon Wheel For A Periscope

I never will forget the first night I was on the prairie. My uncle Nick McIntyre and I had to sleep under the wagon. No room anywhere. So we crawled in, and were just about asleep, when the wolves started to howl. I thought there were millions of them, the noise they kicked up. They sure gave me the creeps up the spine. I laid awake for hours watching out between the spokes of the wheel, expecting every second that two or three would be in there to lug me out. When day light came I was surprised to see the horses all there?

There was a lot of hard work in travelling across the county at that time. No sloughs graded and only the odd bridge built across the big streams, and all sloughs were hard to get across. There was lots of fun, when we got stuck and had to unload and carry the load out on our backs!

I remember coming across T. 2, R. 8, between the little Pembina, and the big Pembina. You did well if you made that 8 miles in one day. I was fetching a load of goods for Hugh McKeller at Clearwater, and caught up to four families at the little Pembina, moving out to the turtle mountains.

Oh Oh What A Woman!

In one wagon was one very big lady. One wagon after another got stuck 3 or 4 teams on each wagon. We had to carry nearly everything out. Got all the women out but the big one. There



was a big fellow who said, he would carry her out and gets her on his back and starts off. Some one shouts, "Haw Bill! There is a big hole in front of you!" Bill haws and plunges into a bigger and deeper hole. Down they go out of sight and then the fun started. Each tried to pull the other out, but only fell in again. Everybody stood and laughed at them for they looked a sight. However, we got across and at noon, had dinner there. We arrived at the Big Pembina at night.

Food For All In The '80s

In regard to the food, we had plenty of potatoes and turnips, with some meat. Trapped some rabbits in winter; hunted duck eggs in summer. The fall of '81 when John Coulthard was building his mill, all the machinery was hauled from Emerson. Being late in getting started, every one ran out of flour. The mill was piled full of grists; always going to start next week. This went on for 6 weeks. Potatoes, turnips and boiled wheat got pretty tough going, with no flour whatever, and sometimes no milk or butter.

In those days there were no radios. The people made their own amusements by having a debate or spelling match, sing songs, or tell yarns, during the evening. For lunch we got up some turnips and eat those instead of apples. We sometimes ended up with a little dance, every one enjoying having lots of fun, and every one had a good time.

Our harvest was all cut with what was called a cradle and bound with straw bands taken from the grain. The grain was stacked, then threshed with a flail. Reapers came next; then the horse power threshers. Today those things are all by gone. Today bridges built, roads graded, cars going in all directions, with people hollering for more roads and faster cars.

If John McTavish, teacher of Clearwater school, who died the winter '84 and '85 and buried in Crystal City, was to wake up and see the change from then until now, he would wonder what happened to make the change. He would think the people had gone crazy, and in many respects he would be about right in his diagnosis.

The early days in this country were tough, The people of today are shouting their heads off about hard times, but I tell you they don't know what tough going is, or real want. It seems to me they want to be spoon fed like babies. There is lots of work for them, but all seem to be tarred with the brand, 'I won't work I want money.'

Ed. T. Caughlin,
Lemberg, Sask.

How Do You Like The Canadian Tariff?

About 41,000 cream separators are worn out in Canada each year and must be replaced.

If your separator is worn out, and you buy a new one from the United States, you pay 25% Duty, or Tarri~~ff~~, or indirect tax, which ever name suits the way you vote. In that case the tax comes out of your pocket and goes into the Government Treasury.

If you wish to be loyal to the eastern Canadian manufacturer, who lends money to you to buy your machinery at a high rate of interest, you still pay the 25% over the value of the separator and in this case the extra money goes into the vaults of our Canadian millionaires.

New Zealand is Canada's strong competitor in butter making. The New Zealand ~~farmer imports his cream separator free of~~ duty and is able to undersell the Canadian farmer and still make money. How do you like our Canadian tariff?

Wheat

Wheat was first grown in Manitoba by the Selkirk settlers, who came from the British Isles in 1811-12, and later by way of the Hudson Bay, bringing the seed with them. It was highly appropriate that the first farmers and the first seed should come that route and it is really interesting to note that it was more than a hundred years later that the H. B. railway was completed and wheat from Manitoba began to flow back to the source from which it came, through our own ocean port.

However, if the seed came in pounds, the commercial product now goes back in millions of bushels.

The grass hopper disaster of 1876 resulted in a scarcity of seed once more and seed wheat was brought to the settlement from the United States the settlers having established extensive commercial dealings with St. Paul on the Mississippi River and other points. Soon after the formation of the Province of Manitoba a trial shipment of 5000 bushels of wheat was sent to eastern Canada. The American railway that had reached Emerson in 1878 was completed to Winnipeg the winter of 1878-9. J. E. Parr and John McKittrick, Crystal City homesteaders of 1879 helping to complete that first



railroad into western Canada. After that regular shipments of wheat went out of the province, although a large percentage of the total crop each year was sold to incoming settlers for seed.

Because of the importance of the wheat crop to Manitoba no apology will be made for the frequent references to wheat in these sketches.

Mr. H.G.L. Strange, an authority on marketing says:-

"Wheat grown five or six thousand years ago on the fertile plains of the valleys of the Nile in Egypt and the Euphrates and Tigris Rivers in ancient Babylon, was a most important product in international exchange.

Succeeding waves of civilizations farmed these same lands. The Sumerians, the Assyrians, the Babylonians, the Chaldeans, the Hebrews, the Medes, the Persians, the Phoenicians, the Ethiopians, the Greeks and the Romans, all in their turn were producers and exporters of wheat.

Then Britain, Poland, Roumania, Russia, the Argentine, the United States, and later Canada, became, each in turn, the chief World wheat exporter.

Canada in 1936 shipped wheat and flour to 92 different countries.

For 6,000 years or more it has been recognized that the exchanging of products between nations was the surest way to improve the standard of living of the people. It seems a pity now that Governments are acting contrary to the teachings of history, by placing artificial restrictions in the way of that international trade which has ever been so beneficial to mankind."

Contracting And Expanding Credit

A lucid statement made in parliament.

Taking advantage of the occasion of the Government going into Supply, the Social Credit leader, John Blackmore, moved an amendment which technically is a Want of Confidence motion. On such an occasion the time limit is off and Mr. Blackmore gave a full account of his interpretations of Social Credit, which condensed for this page would appear to be a large measure of inflation. The Minister of Finance replied with a carefully worded defense of the Bank of Canada which he described as the FINANCIAL SAFETY VALVE OF THE NATION AND WHICH CAN CONTRACT OR EXPAND CREDIT AT WILL. The officers of the Bank watched the currency and credit situation in all parts of Canada and used their judgment in keeping a balance. There was no hard and fast

formula, he said. The Bank of Canada would protect the country from the ravages of deflation as in the depression years, and would also protect against the drastic inflation period such as had led up to the depression.

The Courier writer has been pointing this out for 25 years both in the Courier and in public discussion against bitter opposition from a party press trying to hide the facts. This admission from the lips of the Canadian Minister of Finance should stop all controversy on the subject.

Pioneers In Education

By P. S. Inspector W. J. Parr, B. A.

In looking back to the pioneer days, I am convinced that the early settlers took the correct procedure in building up a good permanent community. They first built their modest homes, and then the church and soon afterwards formed a school district, which was approved by the Department of Education. Three other near by districts were formed about the same time viz: Pilot Mound, Clearwater and Goudney. These early pioneers of Crystal City built better than they knew. This town and community has always had a fine reputation for good citizenship and morality and retains it still.

To speak in a more direct manner concerning the operation of the newly organized school. I may point out that the first trustee board comprised the following names: Arthur Rollins, W.H. Greenway and William Parr, sr. In the spring of 1882 the school was opened in the new log church in the old town on the west side of Crystal Creek. At this time there were no Manitoba trained teachers, and we had to depend on the Eastern provinces to supply our needs:

The Rogers' family from Huron had recently settled about two miles south of town and the oldest son W. H. was a qualified Ontario teacher. The trustees secured his services for a year. There were about fifteen pupils to start with, the attendance increasing as new settlers arrived. I have frequently stated that I was the first pupil west of the Pembina River to enter a school. This is possibly more of a boast than a fact. Grade V was the highest and it had two pupils, Sibyl Burns, now Mrs. Niblock, of Medicine Hat and myself. My recollection is that Mr. Rogers was a very capable teacher, but being like many others, placed the emphasis

on certain subjects to the neglect of others. In this case it was geography and spelling. The chief requirement in geography being that pupils in grades four and five should know by heart the names of all the cities, countries, rivers, lakes, gulfs and bays of both Canada and the United States.

Next year a new teacher was engaged in the person of Mr. W. Kinney. He also was an Ontario teacher with several years' experience. The school had become larger with possibly an attendance of twenty-five or more, and as a result the work was heavier and discipline harder. I recall that he demanded order at all costs, sometimes making a threat towards some unruly boy that he would throw him through the roof if he caused any more disturbance. The highest point any pupil reached however on his way to the roof was the top of the blackboard. Sometimes this teacher would demand order in such a tone that his voice not only echoed around the room, but was carried far out on the summer air. Mr. Kinney placed his emphasis on mathematics.

Following the last named teacher came E. L. Taylor, who also had experience in Ontario. He taught one year with good success. During his term Nelson Greenway and the writer of this article covered what was then third class work, corresponding later to grade nine and ten. We had to go to Pilot Mound to write in July. I later received notice that I had passed and was shortly afterwards honored by having two trustees from The Oaks school come to my home and invite me to become their teacher. On account of the death of my father I was unable to do so.

In the fall of 1885 the railroad came through, but it was more than a mile from the old town. This, of course, necessitated the removal of nearly all buildings to their present site. The new school house was not right in town, but about sixty rods south and nearly straight east of the cemetery. Mr. Taylor resigned and began the study of law in Winnipeg, and his place was taken by D. J. Wright, who taught for several years with unusual success. We, who were his senior pupils, found him a most helpful and capable teacher. After finishing his tenure in Crystal City, he took charge of the Deloraine High School, and after serving there was transferred to Winnipeg, where he taught in the Normal School until the time of his death.

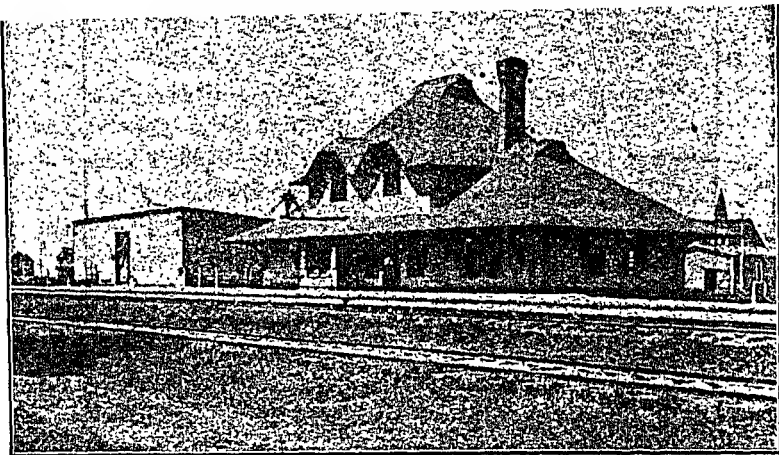
Some attempt was made during these pioneer days to have these schools inspected. The Department of Education had no permanent officials doing this work, but used men, who were on the ground to make occasional inspections. These men were in most cases young ministers, who had been sent west by the authorities of the various churches. Crystal City school was first inspected by Rev.



Andrew Stewart, the next year by Rev. J. Borthwick, of Morden, later by a Rev. Mr. Ross and still later by Mr. D. A. Stewart, a farmer living north of Pilot Mound.

While the school is the most important institution, we have for imparting knowledge and training the minds of our youth, yet there are other agencies in every community, which contribute to this end. These are the home, the church, the literary societies, lodges, institutes etc.

During these early days to which I have referred Crystal City school had one important auxiliary. This was the Royal Templars of Temperance lodge, and as little temperance work was needed, then it became a literary and debating society. Its work was of a very high order, and its debating strength hard to vanquish. Among these solons were Frank Greenway, Sam Hicks, Wes. Greenway, Ed. Taylor, Newt Greenway, D. J. Wright, Geo. Rogers, J. M. Rogers, Jim Parr and several others. These men developed the ability to speak in public, and no doubt the training served them well in later years.



First C.P.R. Station was moved to Wood Bay on a flat car. The present modern structure was built in 1905.

The first station agent, appointed in 1885, was A. Cruise. He was succeeded by John Phelan, who in 1892 was succeeded by Thos. A. Greenway, who died in 1898. E. T. Greenway, who was appointed in Jan. 1899, had already had 4 years training with the Company.

Big Finance

"Big finance is a funny thing Eastern Canada helped Western Canada to make her initial payments on land, on implements and on pioneer outfitting of one kind and another. Now the East must finish the payments for those articles or lose the whole thing—and then some," says an Ontario newspaper.

That a supposedly well informed newspaper should make such a ridiculous statement is indeed a funny thing.

If eastern Canada had not sucked all profits on western production out of western Canada, in exorbitant prices for everything we had to buy, the west would be rolling in wealth, instead of cringing before the east in abject penury.

This crime against the west was made possible by a high protective tariff, maintained by both Conservative and Liberal governments at Ottawa and well does that newspaper know it.

Germany after all is not the only bully, and if eastern Canada will restore what has been wrongfully extorted from the west, in robber prices, on implements and everything else we have to buy, we in the west will pay all we owe and have money left over to lend to the east.

Southern Manitoba Contributes Missionary To Darkest Africa

Mr. Elson still a Canadian Citizen

Give your child an honored name and expect him to live up to it and you will not be disappointed.

The sons of John Elson, head of Louise Council in 1884, themselves pioneer homesteaders for the major part, had an example of parental worth in the accomplishments of their distinguished father.

William H. Elson, the second eldest of the seven sons, was a homesteader in Southern Manitoba, but soon turned his attention to railroading, as also did Robert and Earnest.

William became a superintendent of the British Columbia Electric Railway, a subsidiary of the C.P.R., and a record of his work, and a tribute to his worth stand in the records of Vancouver and New Westminster cities in that province.

Herbert P. Elson walked the seven miles from his father's homestead in the Eton district to Crystal City school, where Ed. Taylor assisted him to prepare for the Departmental examinations.

Fourteen miles per day in addition to taking part in the games at school and assisting with the chores at home night and morning was the daily routine for this ambitious youth.

Soon he was a qualified druggist in Mitchell's Drug Store in Winnipeg. Then for a year and a half he was the efficient secretary of the Young Men's Christian Association in the city of Victoria, British Columbia.

Herbert had ambitions to serve as a missionary, and in 1896 after taking two year's training in Moody's Institute, Chicago, he sailed for Tangier, Morocco, North Africa, under the auspices of the American Gospel Union, where he took charge of shelter and missionary work already begun.

In 1903 Rev. H. P. Elson established his own independent shelter and School to be known as the Raymond Lull Home, in recognition of the work of a missionary of the 13th century.

In 1903 the average active life of a missionary in Africa was six years. No less than fifty missionaries lost their lives within a few years after Mr. Elson's arrival.

Since the opening of Mr. Elson's independent shelter and school for boys there is an average of around fifty in his school. No money has ever been solicited, yet these thousands of boys have been fed, clothed and educated. No boy has ever been refused shelter in a land teeming with unfortunate outcasts.

In that land of many faiths, races and colors, where grain is still cut with a sickle as well as with a modern binder, where trains of a hundred camels still compete with modern buses and trucks in carrying passengers and freight, where men are allowed four wives and they are chosen without regard to race or color; in that strange land Mr. Elson carries on his work within three miles of the city of Tangier in Morrocco, over looking the Straits and Fortress of Gibraltar, indestructible Highway of the centuries and its grim, rock bound sentinel.

Let Mr. Elson, who still retains his Canadian citizenship, speak to you through his letter dated March 1st, 1938.

Dear Friends,

It is a little over a year since I sent out my last printed letter. My chosen text for 1937 was, "The Lord, He it is that doth go before thee, He will be with thee, He will not fail thee". Precious promises faithfully fulfilled! How gracious of the Lord to lead us forth by faith, and also to veil the future from our sight! But, "He has silently planned for thee" and bestows grace for every time of need. We know not what a year, or even a day holds for us! But we do know Christ, and that our "times are in Thy hand," and all His dealings are in love.

For me and mine, the past year was one of trial, sorrow and bereavement, mingled with joy unspeakable in the Lord, "Sorrowful", yes, "yet always rejoicing". We have learned a little of what the Apostle meant in II Cor. 6. 10.

This year my text is Exodus 33: 14, 15. "And He said My presence shall go with thee, and I will give thee rest; * * If Thy presence go not with me, carry us not up hence".

Last April I left here for a short furlough in America, and also for medical and dental treatment. My wife remained here for a few weeks longer to help in the work, and later joined me and the children in America for a family reunion. Ten years had passed since we last saw two of our children, and we had not met our daughter-in-law and grandchildren. Our elder daughter and husband had preceded us to America by almost a year.

Upon my arrival in the homeland I was in the hands of doctor and dentists for several weeks. Since our automobile accident, three years ago, I had suffered headache and pain in my neck, being unable to turn my head owing to injury of the neck. I despaired of ever regaining proper use of my neck or relief from headache. But the Lord answered prayer and led me to an osteopath who soon located the trouble and set it right. After that a skilful dental surgeon took me in hand, and by God's wondrous love and grace I was restored to health and strength.

In July I accompanied our elder daughter and her husband on an auto trip to Crystal City, Manitoba, Canada, to visit our younger daughter and return with her to join my wife, who had arrived in Chicago and was visiting her sister and family.

We planned to have our family reunion at our son's home, in Lucan, Ontario, in July and August. The day after my wife arrived in Lucan she was taken ill, and after five weeks, through most of which she endured intense suffering, she fell asleep in Jesus on Sept. 3rd. in Victoria Hospital, London, Canada, and on Sept. 6th. was laid to rest until the resurrection morn, in beautiful Woodland Cemetery.

It was a sad ending to our happy family reunion. But we do thank God for the great joy of us all being together again, a united family, even if it were just for a few brief days! "His way is perfect". Thank God, "we sorrow not even as others, which have no hope." We shall all meet again in Christ's presence. Praise God! "He abideth faithful."

Before leaving for America, we had promised Mr. and Mrs. Fraser-Smith, who had so kindly taken charge of the work here, that we might have a furlough, to return by Sept. 15th, as they had arranged to be in England by the end of September. But owing to my wife's condition it was impossible, so our son-in-law and daughter (Mr. and Mrs. M. H. Caneday) returned in our stead, sailing from New York on Sept. 4th, to enable us to keep our promise to Mr. and Mrs. Fraser-Smith.

In October I returned here also, to gather up the broken threads of service. Forty-one years ago I came here as a young man alone, and now in my old age it has pleased the Lord to send me back alone for a brief season of service. It cannot be for long. Soon I too shall receive the call to higher service. May the remaining days be fruitful in His service!

The past year has been one of rich spiritual blessing in the work of the Home. Souls have been won for Christ. Two of our old boys, brought up in the Home, are now helping in the teaching. Both are Christians. Sid Mohamed, our head man, is an outstanding Christian, and thus the influence of Christian natives is being manifested. We praise God that He has permitted us to see the result of seed sown, in years, in these redeemed ones.

The Home is full to overflowing. The sleeping accomodation is stretched to the utmost limit. We have admitted eight or ten new boys in the past few weeks. It is now necessary to use their dining room as a dormitory and turn the large corrugated iron play-room into a dining-room and add a small kitchen. The play-room will have to serve a double purpose.

We have never turned away an applicant. We ask the Lord to send us those to whom He can make us channels of blessing, and we know and trust that for all whom He sends He will also provide. He never fails.

The work in the Moorish Shelter continues with the blessing of the Lord. Mr. Caneday and others take the services. Owing to the Spanish War, conditions are such that few natives are permitted to travel from one zone to another, so the attendance is not as large as in former years.

We ask your continued prayer and fellowship with us for all branches of the work. We are earnestly seeking wisdom and guidance regarding the future welfare of the Home, that, should the Lord tarry, it may be carried on for His praise and glory in the salvation of many of the children of this land. His promises endure.

We value your loving fellowship, interest, prayers and help during these past years. We, as "workers together" in this neglected part of the Lord's vineyard, shall some day rejoice together in Christ's presence.

Yours in Christ's service,
H. P. ELSON.

Tales Of The Pioneers

Sister of Manitoba's Future Deputy Minister of Agriculture
Rides in State in Wagon Drawn by Oxen.

Devonshire, England contributed her full share of families to the steady stream of immigration pouring into Canada, the land of deadly lure, to landless Europeans.

George Bale born in 1852 took the seven weeks' Atlantic sailing voyage, with his parents, at an early age.

A fifty acre farm in Oxford county, near Woodstock, Ontario, Canada provided a home, without riches for, the three sons and three daughters of this pioneer Devonshire family in Canada.

Three years training for George as a "volunteer" with Woodstock 22nd Battalion was followed by an apprenticeship as a framer and builder. After his union with Margaret McKellar in 1875, married life was begun on a farm in East Zorra; but soon the farm was sold by this enterprising youth and the money invested in a saw mill partnership.

The McKellars Of Argyleshire

Margaret McKellar's parents were natives of Argyleshire, Scotland, but their family of six stalwart sons and three daughters grew up on Canadian soil near Tavistock, Ontario. Four of these sons, Malcolm, Hugh, Hector and John responded to the call of the west, settling in Pilot Mound and Clearwater districts, during the time of the rush for homesteads.

The Bale family was not long behind the McKellar brothers in beginning their trek towards the western sunset, for the records show that in the early spring of 1882 Emerson was reached; first Mrs. Bale with two sons and a baby daughter and a few days later by Mr. Bale with his carload of livestock and settlers effects.

Arrived at Emerson, Mrs. Bale was more fortunate than many pioneer women at that stage of the journey, for she unexpectedly met her brothers, Malcolm and Hugh who at once took charge of the little family and with horse drawn sleigh as a conveyance soon made the hundred mile trip "home" to the Rock Lake country.

Meals and stop over accommodations were obtained in the Mennonite villages, where Mrs. Bale found hospitality to be the understandable language.

Mr. Bale secured a homestead about half way between Clearwater and Mather (as now named), but for two years they farmed on rented land near Pilot Mound before moving the family to the homestead east $\frac{1}{2}$ sec. 10-2-13 in 1885.

This piece of raw prairie land became transformed, through co-operation with nature, into a home for this worthy couple and their eight sons and daughters. Small evergreen trees secured by a long drive to the Assiniboine River, sheltered a magnificent garden, with its prize winning vegetables, and Mr. Bale's Clydesdale horses were known over the whole district.

In 1936 Mr. and Mrs. Bale celebrated sixty years of married life and in 1938 the jubilee year of the district they travel and visit with their children and their thirty-four grandchildren.

Besides her practical training as her father's housekeeper Mrs. Bale had the advantage of early training in elementary nursing and doctoring and this was found invaluable in her own home and in assisting neighbors.

On one occasion in the dead of winter there was a loud knock at the door at 3 a.m. A neighbor required help. Hurried preparations and Mrs. Bale found waiting for her a team of oxen and sleigh, to convey her at a snails gallop to the house of suffering.

Were there no doctors, Mrs. Bale?

"Doctor! why, yes, dear old Doctor Riddell, of Crystal City, was always available and came as quickly as a horse could bring him, after he could be called. Not much speed those days, either going or coming. Any way in many cases in our neighbourhood, first aid relief was given and mother and babe were quite allright, when Doctor arrived."

Bringing babies into the world and helping others was after all more or less incidental for a living must be made.

Cattle must be fed and hogs gotten ready for market, while her husband teamed grain or hauled wood for fuel and logs for building material from the bush.

The trap and shot gun were important to the settler and an occasional fox, badger, or other fur-bearing animal, contributed its fur to help bring up the Bale family.

Mrs. Bale's notable achievement one summer was fattening 100 hogs for market, while her husband worked out to earn money to finance the family.

But let Mrs. Bale proceed with the story.

"I believe, Mr. Bale and my brother, Malcolm McKellar had the first cord sheaf binder in the neighbourhood, where we first settled in Manitoba. They cut their own crops and cut for several of their neighbors. Of course, the acreage was not very large but to get through they often cut away all night, tying a couple of lanterns on the binder to give necessary light. A threshing machine in the community would then do the threshing for the whole neighbourhood.

About threshing time we would be thinking of how to get up meals for the men. I remember one evening my brother Malcolm, who had a nice flock of sheep, proposed killing one to have when his turn came to thresh, so taking the cool of the evening for the job, George went to help with the killing.

It was all done and the mutton hung up, to be left till quite late, to give time to cool. As we lived only a short distance apart, George was to go over and help cut up the meat. However, he went over and it had now become quite dark; everything was still, and George just took the sheep, and carried it a short distance to where there was a pile of lumber stood to dry, tepee fashion. He threw the sheep up on the pile and went into the house. After a little chat Malcolm thought they better get the sheep in. They went outside and alas! there was no mutton in sight. They searched around, and George wondered if Gorrell's big Newfoundland dog would have dragged it off. They got a lantern to see if any trace could be seen of it being dragged, but no, when by chance they

discovered it on the lumber pile. All sorts of threats were given to the one who could have done such a trick.

Those were great days. Of course the lovely meat was enjoyed by the threshers and by the family as well.

The settlers very often went to Rock Lake in those days to spend a while fishing, but Mr. Bale was never very successful. No, he never could catch with the hook. This day, he and Hector McKellar went up in the jumper to fish through the ice. When George came home at night, he had 3 or 4 fish. We thought he did well, and he said that was only a few, he was going back in the morning with the team and sleigh to get the rest. He was up bright and early and away, returning early in the afternoon, with a sleigh box full of lovely fish. There had been what was called a fish jam. There were dozens of people on the lake throwing fish out with forks.

After sharing with neighbours we had a lovely lot of fish to clean and partly dry, and put down for summer use slightly salt, and they were delicious.

One winter there were a lot of Indians on the lake fishing, and they were always very anxious to exchange for flour, bread, or meat. One day Hector McKellar was going to the lake. He had killed a beef and put several pieces in a bag to take along to exchange. It happened that the bag he took had "G. Bale" painted in red, as in the early days farmers nearly all had their grain bags marked. However, Hector went home and forgot the bag. A while later he was up again at the lake, and there was a big Indian shifting around with a patch on the back of his pants that had been taken from the sack Hector left there with "G. Bale" in big red letters branded across. Hector used to enjoy telling this especially, if George was around.

I had a ride to Crystal City one afternoon in the early days behind the ox team. We had to go to the city, and there was no other way, that day; so the team was yoked up and hitched to the wagon. One of the boys was to take me. So we got started soon after noon. The boy walking along side of the oxen with his whip, and holding a few feet of rope for sort of lines, we got along just fine until we came to Clearwater Creek. Then the oxen would rather stand in the water than go on. No bridge then to cross. However, through time we got through the water and on to the city.

I felt quite elated sitting all alone up on a spring seat in the lumber wagon.

We got through with our business and the team had a rest. Then they went home so well that the boy could ride most of the

way and the Clearwater Creek was not such an attraction, on our way home.

We would be laughed at, I feel sure, if we were to go to any of the towns, in such an old time conveyance, but then I did not mind at all, and some of the very happiest times we had was when we all got into the lumber wagon and went to a picnic a few miles away.

The first time I was in Crystal City was on May 24, 1883. Fish had been seen in the creek between Crystal City and Pilot Mound, and we were to spend our 24th fishing. So our two families, Malcolm McKellar's and ours, all got ready and away to the creek, but alas, the fish had all swam away during the night.

One day George went over to Clearwater, with a load of grain to get crushed. Clearwater could boast a flour mill those days. He got his load and on his way home had a bit of bush road to go through. Suddenly he saw a man coming toward him with a gun on his shoulders. Coming closer he saw it was Hugh McKellar.

"You are just the man I am glad to see," Hugh said, I have just shot a fine deer, and didn't know what to do with it." So they drove over to where the animal was and loaded it up and away. The meat was lovely; a very nice change from anything we had. Hugh had a treat of roasted venison.

On one never to be forgotten occasion a couple were getting married at our home, and when the questions were being asked by the minister as he read the customary ritual the young man blurted out, "What's that? I didn't quite understand what you said."

I was going to Clearwater one evening from the farm, the boys were greasing the buggy before I would go. I drove to within $\frac{1}{4}$ mile of Clearwater, when one wheel toppled off. I got a nut from the blacksmith to keep the wheel on to go home, and there at home was the nut on a board, where the boys had left it. Wasn't that pretty straight driving?

Crystal City Held A Baby Show

On another occasion we heard there were to be doing at Crystal City so undaunted, we went over to the City and there was quite a crowd. Among other things there was a Baby Show and a little 10 month old son of Malcolm McKellar carried home the red ribbon, so we had a real good day if we didn't get fish in the creek as we forded through."

We went out picking berries with a number of others one fall. We were getting cranberries north of Pilot Mound, and berries were very plentiful. We went early and at noon all gathered for lunch. After lunch I wandered away from the rest, and was quite

a distance from them. Berries were good and I was filling my pail. I went close to a sort of bank of earth and heard a strange sort of noise. I didn't like it very well so thought I better retrace my steps. When I got to where the others were I said to my brother Malcolm, "I heard something making a queer noise just near where I was picking berries."

"What was it like?" enquired Malcolm. "Well, just something like an old pig that had its family."

"Well, you have been pretty close to an old bear's den with its family, you are pretty lucky to get away from there."

I didn't feel at all like going back there and we all kept at a distance.

Those berry picking days were always enjoyed.

How astonished and disheartened we were, the first fall we were in the country, 1882 to see our stooks of wheat all snowed in as also were some of our neighbours. We had never seen the like in Ontario. What a place to come to live in, with a little family? But lovely weather came aiter that and snow all went off, and we got our grain threshed in good condition. Then about the year '91 one of the company of four farmers who owned the threshing machine that went the rounds, and who was the last to thresh, Mr. Tom Howard, got caught with a good share of his stooks out. A heavy snow fell in frosty weather, and the snow didn't thaw. The threshing was finished, the sheaves being brought in on the sleighs. The snow just shook off, as sheaves were lifted to the racks. A very few who ran that machine are with us today.

Reviewing his life and career at 86 years of age Mr. Bale declared that mixed farming and production of good live stock had ever been his ideal.

But the finest phases of life count for more than a successful business career after all, and this man who hailed from Devonshire, England, gladly pays tribute to the excellent human qualities found in those pioneer neighbors and friends, who with him, braved the blizzards, the heat, the ruined crops, the low prices; saved their money when crops and prices were good and built a sure foundation of national integrity for the benefit of those who follow.

Hugh McKellar was chief clerk in the Department of Agriculture and Immigration, Manitoba from January 1st, 1893 to December 27th, 1904. For some years afterwards he held a government position in Moose Jaw, then was editor of an influential farm magazine until his death at an advanced age.

Kate McKellar, R. N., the daughter of Hector McKellar, of Clearwater, pursued a distinguished career; first as a professional



nurse in Canada; then, for twelve years, co-operating with her husband Dr. Williams, in medical missionary work in China. Her personal qualifications and talents were such that her death in 1935 brought sorrow to multitudes in China, as well as to her large circle of relatives and friends in Canada, and in particular in the Crystal City, Pilot Mound and Clearwater districts.

Government Commissions

Two hundred and forty-five Canadians might be wrong.

As representatives of the people drawing good salaries they have a right to feel incompetent if that is their misfortune.

When the electors select man to represent them they assume their representatives are capable of governing the country without calling in the assistance of experts. The electors are wrong, but these representatives who are not competent to perform the duties of government have no right to draw pay for work performed by others.

Since our representatives feel themselves incompetent to perform the duties of government we have no right to complain if they employ experts.

The point at issue is the payment of salaries to men who do not earn them.

Let us get this matter settled. Either appoint commissions from the membership of the House of Parliament without additional cost; or else cut off all salaries of our M. P.'s and pay experts from outside the house as is being done now.

In addition to members' salaries—\$1,100,704.00—has been paid to outside experts in the past two years, as follows:

Veterans Assistance Commission, cost.....	\$326 640 00
The National Employment Commission.....	\$295 494 00
The Turgeon Textile Commission.....	\$173,231 00
The Turgeon Grain Marketing Com.....	\$114,237 00
The Penitentiary Commission	\$ 88 810 00
The Lobster Fishing Commission.....	\$ 4,000 00
The Tory Coal Commission.....	\$ 23,878 00
The Rowell Commission (still at work).....	\$ 74,414 00

Abolish The Land Tax

Courier May 5, 1938

Of all the most senseless, idiotic half baked theories ever put into practice, the single land tax was perhaps the most wicked, the most disastrous and the most un-British.

The theory of the land tax is that if by an act of God in the loss of crops by hail, or rust, or frost, or drouth, or insects the farmer is unable to pay the arbitrary levy on his land he should have his lands taken from him and he and his family should be turned away as outcasts to starve or freeze to death. In Canada, a country flying the British flag, that very thing has been done in thousands of cases, and has been threatened in countless thousands more.

It has been pointed out on many occasions that this form of persecution belongs undoubtedly to the age of witches, trial by ordeal, the practise of the black art and should be abandoned along with such superstitions.

The only system of taxation that ever was or ever will or can be just and equitable, is a tax on production or income.

A tax on income becomes a hardship on no one, because the money is there with which to pay the tax.

It gives the householder security, in the permanent possession of his home.

It encourages the creation of permanent improvements on property, in which the owner can hope for permanent ownership.

A tax on production will be found easier to collect than a tax on land.

It involves no change in form of government, but it does demand that the cash spent this year be limited to the cash collected out of last year's production.

This will be found to be a happy change from the present system of spending this year the cash we hope to collect (by distress if necessary) next year.

Under the new-old system of taxes on production, the people will make progress and governments will prosper, as the people prosper.

If Canada is so slow she must have a precedent to follow, it may be pointed out that Roumania has already abolished the land tax and has substituted a tax on production, just as has been advocated here for the past twenty-five years.

Must error be tolerated forever? Where did this bastard idea of a tyrannical land tax, or property tax, if that term is preferred, come from any way?

Men placed in office to officiate on behalf of the people, should be big enough to study a problem from all angles, then act on their best judgment, regardless of precedent.

Examine the property tax. If it is found to work a hardship on the people, substitute for it a tax on production.

Providing Money For Services

The serious complaint made by the Premier of this province to a delegation asking for a grant of \$35,000 per year to maintain Brandon College as a part of Manitoba University, that those making the request offered no information as to a possible source from which to draw this money, opens up the question of the status of a delegation of citizens.

It also brings into prominence the whole problem of financing all provincial services, including government itself.

The citizens of the province of Manitoba have a right to send representatives to the government for the purpose of laying the facts, concerning any situation that affects the welfare of the people, before the government. These delegates have an undoubted right to make a courteous request that remedial measures be granted on their behalf.

Beyond the right to make a request as citizens, a delegation has no powers.

It has no powers of investigation into the books, policies and business standing of the government and as a consequence is in no position to assume a responsibility which it has no power to enforce.

The government elected by the people is in full charge of the affairs of the province. Its success or failure to find the revenue necessary to finance the services of the province will constitute a large part of its record of administration, while in office.

The financial standing of the province, the sources from which revenue is drawn and all expenditures in detail are matters of vital importance to the citizens. These are matters worthy of discussion and consideration at all times. Repeated publication of the receipts and expenditures of public money makes clear the fact that in Manitoba the people are paying on provincial bonds, a rate of interest so high as to be out of all proportion to revenue available. The rate is so much higher than the present market value of money that the validity of the contract with the bond holders is open to question, having in mind a recent court decision to the effect that a contract embodying terms incapable of fulfillment, can not be termed a valid contract and is therefore null and void.

Banks without hesitation cut in half the rate of interest payable on money placed on deposit with the banks by depositors, who at the time deposits were made believed in all good faith they were to get the higher rate of interest. Depositors have voiced no complaint that the rate was cut to the market value of money.

Citizens of the provinces have a right to ask why should we go without needed services in order to pay a rate of interest on bonds that is higher than the market value of money and out of all proportion to our ability to pay on the basis of revenues received.

An adjustment of the rate on provincial bonds to the market value of money is long over due. This action would result in money being available for all needed services. But the responsibility of making this adjustment is on the government of the province.

By Way Of The Commission Trail

By Mrs. G. Gilbert, Clearwater

In the year 1880 my parents decided to leave Bovey Tracy, Devon for Manitoba, and on May 6th embarked on the Circassian at Liverpool.

After a slow passage, on account of fog and ice, we reached Point Levis, Canada, where all were taken to a large shed and kept there all day to be passed by the customs officers.

Two days on the train through what looked like burnt timber brought us to Collingwood, Ont., where we took boat for Duluth; then two more days on the train to Emerson, where we arrived on a wet evening.

Red River Mud

A number of families had come out under the auspices of some colonization scheme, but on arrival at Emerson the leader was missing and no accommodation provided, and the party containing a number of small children had half a mile of ankle deep mud to the town. A horse and democrat was found to convey some of the women and children to the hotel, the rest had to walk. The missing leader arrived several days later, but recriminations and arguments failed to hold the party and all went their separate way.

To mention several of the ships company, Lovell went to Turtle Mountain, Heath to Long river, Gilberts to Rock Lake and G. Pocock stayed in Emerson.

Walter Drew, The Pioneer

My father Walter Drew went as far west as Qu Appelle, but attracted by the deep soil took his homestead in the Tiger hills. The family stayed at Emerson, while father took out some supplies and put up a shanty.

To those who took the trail west, it was a time of grim reality, but the humorous incidents are those which are generally recalled now.

In September we started for the homestead with two yoke of oxen. There were father and mother, five children under 12 years and a young man named Bob Gorrie, who went with us to drive a team. We all liked Bob he was so good natured, always had an answer to our numerous questions. Bob, what makes the black knobs on the cherry trees? Struck by lightening. How do we eat our bread and milk? Why, break the bread, dip it in the milk. We could make a whistling noise that way which was gratifying. Mother was busy those days cooking food for our journey.

Father bought a sheet iron camp stove, and of course, we children had to try it out. We shelled hazel nuts and boiled them soft; emptied the ashes and began to enjoy ourselves. Alice began to feel uncomfortably warm and discovered she had been sitting on the hot ashes. Poor dress! Will draw a veil here.

Ox Ancestry

On the road Bob was always sure of the trail. True the first wagon stuck in a slough and it took both teams to pull it back. The language used was picturesque and the ancestors of the oxen abused.

When we reached our destination mother unpacked a huge sausage for supper, a terrible sausage with a rank smell of garlic and other flavors, but Bob said it was good, so we tried to eat some of it.

Our first school was six miles away at Norquay, a village started about twelve miles south from where Treherne now stands, and which became quite a rendezvous for those having money to spend.

On one occasion while on a political tour Premier Norquay came in and addressed the school, I forget his subject, but his immense bulk seemed to fill the room.

Splendidly Lit

There was a general celebration on his visit and as we went out next morning, two Norquay citizens were sitting astride the boiler of the mill, which had been burnt, and with a piece of iron in each hand to keep time, were singing and shouting at the top of their voices.

In 1885 the railway was built to Glenboro, and the population mostly moved to Holland. Although the house was built of green poplar logs which shrank and let through the rain and snow, we were as healthy a family as could be and quickly adapted ourselves to our surroundings, Alice and Agnes walking out with gun and traps bringing in game.

When I was about 15, mother went to England for a year leaving me the care of housekeeping and keeping the younger children at school.

My brothers have a good farm now on the homestead. Forty years ago I came to Clearwater to assist in building my own home.

The Gilberts Of Gloucester

By G. Gilbert 2nd.

In the year 1880 the late G. Gilbert gave up the farm at Bledington, Gloucester, which had belonged to the family for generations, to take the family to America.

The writer, being the oldest, probably remembers more of England than the others and having lived in several counties and going to school in others, saw different parts of the old country. From correspondence recently recently I believe the Cotswold Hills district is given up as a farming proposition, and is now built up to attract tourists.

In April 1880 we two oldest were at Ardingly College, Sussex, and before June 1st were at Emerson, Man., Canada.

My hob-nailed boots were dropped in England; College cap in Lake Superior; and while not possessing any I began to speak in terms of dollars and cents instead of shillings and pence. While father went west to look up land I worked in Flexon's drug store, in Winnipeg and among the every day callers were Jerry Robinson, H. Killar of Ashdown's, Douglas of the Emerson International, William Beach, Christie and Fares, Dr. Tweed, Rev. L. O. Armstrong and T. Menary.

The Lure Of Rock Lake

Father looked about at Turtle Mountain, which was about the furthest east that homesteads were to be found along the boundary, but came back to Rock Lake and bought out Dr. Munroe, who had buildings and a small crop.

The places mentioned, like Calf Mountain, Pancake Lake, etc. might be tracts many square miles in area, so that for accurate



description of any location the surveyor's six mile square (2-12 1-13 etc.) were familiar to travellers.

The summer of 1880 was extremely wet, right up to freeze up, with trails sometimes under water.

In moving from Winnipeg out to Rock Lake in September, with a yoke of oxen and a heavily loaded wagon, we had difficulty more or less all the way, and on leaving Aldersons at the Little Pembina we were fast several times and toward evening were in a flat between willow bushes without a dry place to put the tent.

Scotch Meets Scotch

A man, well known on the trail, who spoke broad Scotch, came up to us and having a good yoke of oxen, says, "I will help you out to dry ground whitefever, and for a consideration agreed to will stay with you until you are across the Pembina River!"

The next day we made the crossing and our load was taken up the hill first, we waited for him to bring up his own wagon, but the gentleman had fallen into "good" company at the crossing and when he reached the top of the hill was in a somewhat muddled condition, and while we had supper was very talkative; from that to abusive and let out a regular tirade against everything English, including Queen Victoria and her family, vaunting the superiority of the Scotch over English. Our company was not suitable for him, so dark as it was, he decided he would push on.

We were making what we thought would be our last camp, as we had only 20 miles to go and were told the road was good.

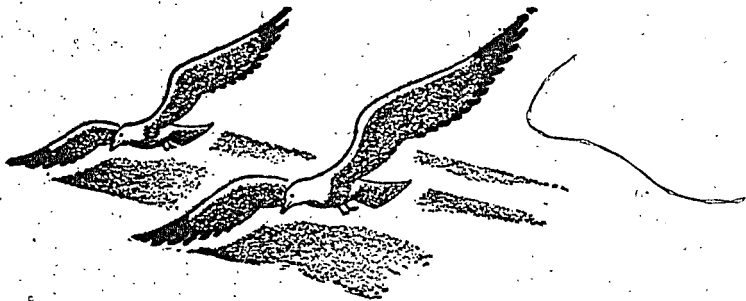
On turning out in the morning the good yoke of oxen were with ours and later on Mr. Blank came along, he had only gone a short distance the night before when his oxen had turned and pulled the wagon into a slough as far as they could go. It was our turn to give help now, and that took so much of the day that we only got as far as Dave Watson's that night.

The Bell Brothers Were Harvesting Wheat

We had only a few more miles to go, but in rounding the slough near where the Oaks school now stands we got in mud again.

I was sent ahead to see if help could be had and luck was with me. I came to F. and T. Bell binding wheat and on mentioning our plight, T. Bell had oxen yoked and on the road in a few minutes.

Meanwhile the rest of the family started on foot, so the way the Gilbert family, youngest 4 years, came to Little Prairie. They walked in.



"I wonder if the gulls still follow the plowmen in the early spring, as they used to, on the prairie, long ago!"

Editor's Note

George Gilbert, sr., born in 1840, attended Cirencester Agricultural College and had training on a large stock farm in Scotland. An adherent of the Anglican Church, after coming to Canada, he assisted in the organization of the Clearwater Mission and was warden for many years. His wife, being delicate, thought to benefit by leaving the damp climate of England, but died in 1886.

Mr. Gilbert, the pioneer, married in 1888 for the second time, his widow now being a resident, with her daughter in Crystal City. He had 8 children, 7 of whom are living in Canada.

Mr. Gilbert was secretary-treasurer, while the organizing and building of the Oaks school was in progress, but resigned to be the first teacher in 1886. What meant the most to him, however, was his interest in music, and before the church was built his organ, the only organ available, was taken from house to house for services and practice.

He taught music to the neighbours' children and was always ready to assist in entertainments.

Broadminded and tolerant, Mr. Gilbert was a friend of the entire community and practice for the first anniversary service of the Clearwater Presbyterian Church was held in the Gilbert's house.

Before his death in 1900 Mr. Gilbert had made an enduring contribution towards the work of building up the Clearwater community. Canada can and should begin to repay England for assistance rendered and for protection afforded by her army and navy; but the obligation we are under to Great Britain for MEN of the type of George Gilbert, the founder of the Canadian family, constitutes a debt that can never be repaid in shillings or dollars.

Memories Of '79 And Later Years

By Walpole Murdock

As I sit on the porch in our California home this morning I am thinking of days gone by on the prairie. Those were beautiful days, for the wild prairies were new and interesting and youth is always joyous, yet how different now.

So I meditate here this fine January morning in the shadows cast by the graceful palms, while the warm sun brightens the green grass, and the first flowers of spring. Already many fruit trees are in bloom, among them being the almond; the apricot and peach. The fragrant breath of jasmine comes from the "ivy mantled" house. The mocking birds are noisy. Such an exchange of bird opinions I never heard before; while on the soft air floats the pleasing sounds of pianos, where doors and windows are all wide open and the curtains sway quietly. The autos in hundreds gliding with swiftness on the road and leaving behind a trail of laughter and happy voices. There has been very little rain for 9 months; only 3 inches and none at all for about six weeks.

When I started to write to you it was my intention to speak of the prairies and not of California.

What do you think I recall of the prairies with great pleasure? This will surprise you. I think of, and hear, the frogs in the marshes of spring and summer days; the singing blackbirds by the edge of the lakes; the thrushes in the poplar groves, bordering the unfrequented roads; the fragrance from the ripening grain fields; the last roses of summer, pink and white; the endless songs of crickets in the calm autumn evenings. All these things call to me with distinct and pleasing voices.

I wonder if the gulls still follow the ploughmen in the early spring, as they used to on the prairie long ago.

I wonder if mosquitoes are still troublesome and if smudges are a comfort to cattle now, as once they were?

I wonder if natural meadows are still depended upon for hay and if the meadow paths lead through clumps of wild sunflowers, reaching high above one's head?

It is many years since I have seen the fields around where you live. They were beautiful when wild. Are they quite so charming now that they have been tamed.

In the summer of 1879 there were two very fine young bachelors on a farm, a mile north of the Mound. Their names were D. A. Stewart and his brother John Stewart—John was a surveyor

and very popular. He took a bad cold and died. I remember one day of sitting on a house log, in the grass, in front of their cabin eating wild, young, raw turnips, which D. A. Stewart called "prairie peaches."

D. A. Stewart gave me some advice. He said, "You are young Walpole: Study my books: read - count. In a few years this country will be covered with schools - you become a teacher and you can then secure any position that you may desire." At that time there was not a school within fifty miles of where we sat.

I remember two sad accidents that occurred. One was at the first threshing on Geo. Wood's farm when Talb. Wood, his son, slipped and fell into the revolving cylinder of the separator. His legs stopped the machine and the young man died very quickly.

On the farm of Thos. Preston a cold winter night the house containing the sleeping family caught fire and burned up completely, the inmates escaping into ³⁰ below zero darkness in their night clothes. All escaped more or less frozen and burned and were conveyed by neighbors in a sleigh box filled with hay. The shock was great, the neighbors kind, the escape a miracle.

On the farm of Wm. Robertson a little east of the Mound the men, who were builders by trade, erected the most elaborate sod house ever constructed on the prairie. It contained all the varied rooms of a real house, with real doors, windows, chimney. It was considered a great novelty and lasted for several years.

I remember of my brother shooting seven ducks at one shot. That was considered a good shot, but he could not have done it had he not possessed a poor gun that scattered the shot.

During the summer of 1879 we were much in need of milk. Cows were scarce. My father and younger brother Frank had arrived, so when a half breed passed with a herd of cattle he accepted \$40 for one of his cows giving milk.

The first kick sent the milk pail fifty yards, and even when we tied the cow we could not secure any milk. It took a fast pony to catch up to that cow on the level prairie. We tied a rope 150 feet long to its horns, and then by sneaking up we could sometimes catch the end of the rope. That cow must have been part buffalo and part deer. She had the speed of one and the fierceness of the other and furnished a cowboy entertainment once a day, but provided us with no milk.

I remember my brother Frank and I were chased one autumn day by a prairie fire. We had a yoke of oxen hauling a load of wood and did not know our danger as the fire approached before a high wind. The oxen became frightened and bolting saved us as the fire swept past singeing our clothing.

On a July morning of 1879 Everett Parsonage said he saw ice at the edge of the marsh at daylight. We did not believe him then - I think he was mistaken.

I remember the first summer fishing party to Rock Lake. We crossed the Pembina River at Wilson's bridge, passed the home of R. S. Thompson and on up the river to the Lake, where we descended the hills to the rock encircled water. We had a boat. The pike were biting good and were so plentiful that it required no skill to take the fish either with a spoon or bait. The largest fish caught weighed ten pounds.

During the first summer when ploughing was considered the important work every one admired the breaking done by Fred McDougall. His furrows were long, straight and lay without a kink. Old farmers supposed he had a peculiar art. Fred had the best yoke of oxen and the finest plow in the township. One day as he was driving his oxen along the road they ran away with the plow attached. The oxen made straight for the top of Pilot Mound and the breaker jumped into action and turned a fourteen inch furrow from the level prairie to the summit of the hill. That black strip was visible all summer and advertised Fred. He could easily have been elected then to any office. A plow that could stand alone or travel without a driver was a valuable possession. It took a strong man or two boys to hold our plow in the ground. Our plow was the only one of the kind in the district and was worthless, but we did not know that for a long time.

~~I remember one night in the autumn of 1879 my father and my~~
uncle James and I were to occupy a tent not far from "Goudney." The black clouds of a prairie fire were rolling into the air far to the south. Both men thought that there was no danger as there was no breeze and likely to be frost, so all retired and on awakening in early morning were surprised to find that the fire had burned past the tent by a few yards and was only prevented from reaching our bed by a distinct buffalo path to the creek nearby. I remember the two grey haired men smiling and saying they had intended getting up and having a look, but forgot to do so.

One of the very humorous incidents that occurred in the early days of old Pilot Mound was when a berry gathering party of young ladies was organized for a visit to the groves. One of the ladies filled with water what she supposed was a small empty keg that had once held the "real stuff" and so when refreshments were served at the edge of the lake the hilarity of the group, consisting of half a dozen of the district's fairest damsels, was never perfectly understood till it was learned that particular keg had been left half full of the best Scotch whiskey. In those days there were no arrests for speeding.

Memories Of '79 And Later Years

By Walpole Murdoch

There were famous people in the district in those early days. Rev. John Brown, who sometimes preached; Wm. Robertson and his large family of grown sons and one daughter; Geo. Wood and his large family of sons and daughters; John A. Murdoch, James Murdoch, Thomas, Richard and Robert Preston with their large families; John and James Fraser with their families. Robert McKay, a merchant from Paisley, who lost all his money trying to raise much wheat south of Pilot Mound. There were the Publow, Stephenson, Moffat, Cram, Butchart, Stewart, Robert and Matthew Blackburn families.

Archibald McDougall was quite prominent and at one time tried to oppose Mr. Thomas Greenway in an election, but withdrew. R. S. Thompson was a very prominent man also.

We moved to a farm near Cypress River and for a time I lost interest in Pilot Mound. Our farming was so unsatisfactory that I determined to get a job and went to Winnipeg for that purpose, when about twenty years of age. I did get a job in a printing office as a learner and then I heard of Birtle offering \$500 to any one who would start a paper there. I returned and walked from Manitou, the end of the railroad, to the farm at Cypress River, via P. M.

Getting Father's promise for literary help, I made a visit to Birtle, walking to Brandon and then again from Ekkhorn on C. P. R. to Birtle, some 40 miles across country.

Bought Rock Lake Herald Plant

On making arrangements with the Council I returned the same way home to near Cypress River. Then I wrote to McDonald, who owned the old Rock Lake Herald plant at Crystal City, arranging to pay him for it when I got the Birtle bonus.

I got a team then and we hauled the plant to Manitou, using a wagon, on roads covered by the first fall of snow. I remember as we stopped at the door of the Signal office, in old Pilot Mound, of making Mr. Spedding a present of a small imposing stone, saying he could place it in memory of his friend The Herald, that was dead.

From Manitou I returned home and made a little jumper by bending ash poles for runners and got my brother Frank to take a native pony and drive me to Brandon. On reaching Birtle once



more I got a team and a lad to go for the plant at Elkhorn.

I went along and nearly lost my life, at midnight, crossing the Assiniboine river, on a ferry, frozen in ice an inch thick. We had a terrible time. Two boys all alone, — and a heavy load.

O well, we got to Birtle next day and the first "Observer" was published early in December, 1884, and proved a success. I was relieved of all debt by the Council, who paid their bonus that way.

I was happy in Birtle. My friends of youth are buried there and my memories - my dreams - go back to those serene and peaceful years, now so far away.

My father and mother are buried in Birtle, and I must go there again to place a monument with my misty eyes and thoughts of sunny days, breezy groves and sparkling streams.

FAIR FARMERETTE FLINGS FREE JUBILEE FROLIC

Miss Lena Fosla, fair daughter of the North Dakota prairies, with the ancestral dashing of chivalrous France and of bonnie Scotland in her veins, has, with the aid of her mother to ride the drill, plowed, cultivated and seeded 175 acres of crop on their farm south of Crystal City, but just across the line in Uncle Sam's country.

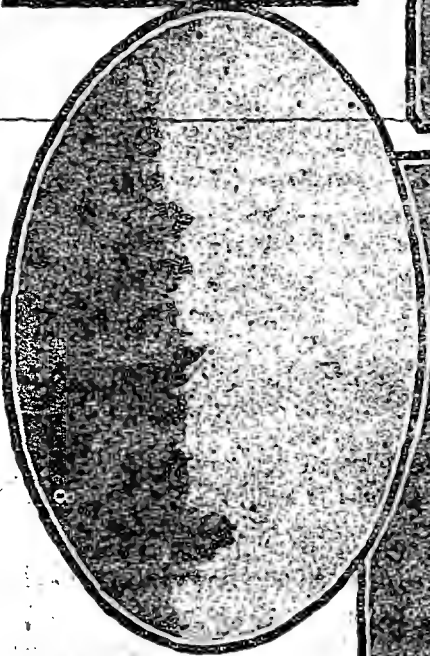
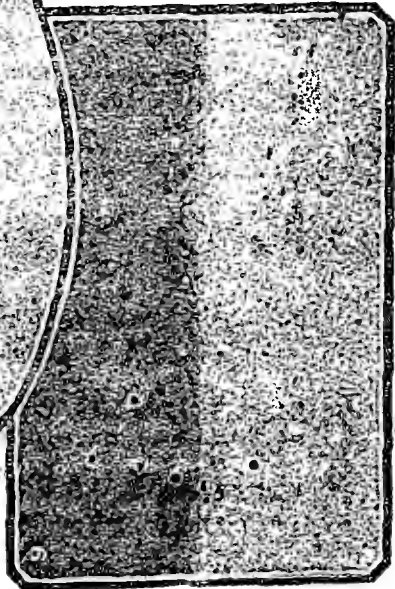
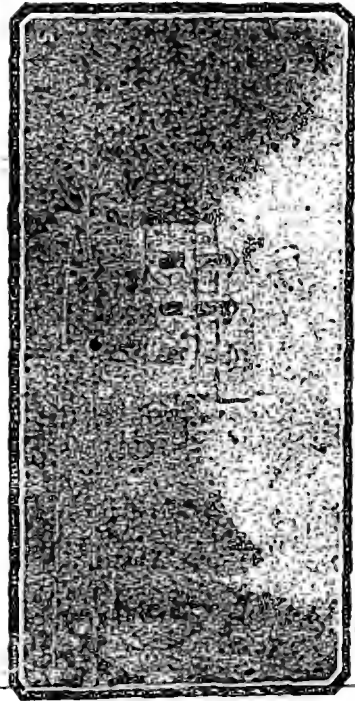
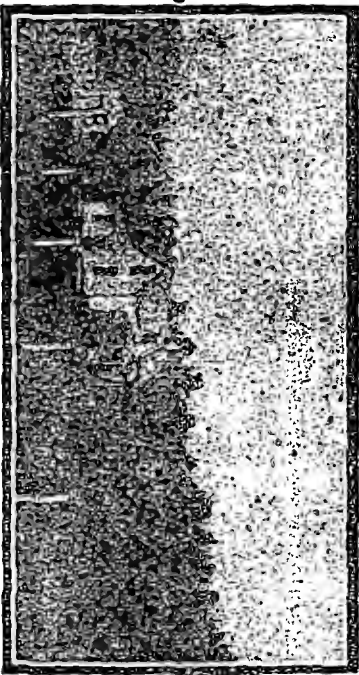
Not with horses! With her faithful well behaved tractor, which she grooms and drives herself, without the aid of any meddling male.

Once only, did the mother essay to drive the iron horse, but the brute refused to stop when she yelled Whoa! at the end of the round. It was in fact heading to mow down every thing, animate or inanimate, in its murderous pathway before its frantic charioteer could remember which thing to juggle to operate by way of juggling the dinges that shuts off its wind.

Mr Fosla is temporarily incapacitated through failing eyesight, but this will not prevent him enjoying the afternoon picnic and evening free for all dance at the Fosla Farm on June 10th to which all old school mates and friends of Mrs Fosla, who before marriage was Bella, eldest daughter of Mr and Mrs Robert Naismith from Almonte, Ontario and who in 1882 resided in Crystal City, are cordially invited.

Mr and Mrs Fosla were 50 years married on March 4th and their Golden Wedding Anniversary is being celebrated in this big, friendly way on June 10 h, while the grandmother of the fair farmerette will on June 4th celebrate her 92nd birthday.

C—C— COURIER



The fields were beautiful when wild. They are even more beautiful now that they are tamed and dotted with happy homes.

BEAUTY AND LIFE

Sweet is the breath of morn, her ris-
ing sweet,

With charm of earliest birds: pleas-
ant the sun,

When first on this delightful land
he spreads

His orient beams, on herb, tree, fruit
and flower,

Glist'ring with dew. Fragrant the fer-
tile earth

After soft showers: and sweet the
coming on

Of grateful evening mild, then silent
night

With this her solemn bird and this
fair moon

And these gems of heaven, her starry
train.

From Milton's *Paradise Lost*



Editor's note:—The Poet
surely had a vision of Man-
toba's glorious, living beauty

Pilot Mound Makes Progress

FROM THE RECORDS OF JOHN AND WALPOLE MURDOCK.

The village of Pilot Mound, always an important trading centre in the district, made steady progress, after its removal to the site chosen and laid out by the C.P.R. in 1885. Most of the buildings were moved from the foot of Pilot hill in the winter of 1885-86. Three years later, on March 14th, 1889, the first issue of the Sentinel newspaper appeared. This was published by John Murdock, and his son Walpole, then returned from Birtle.

The paper had two pages of home print and two of ready print, and from this time forward the village had the advantage of a writer skilled in portraying the happenings in the district.

In 1889 J.M. Fraser was Postmaster and Clerk of the County Court. Jas. Fraser was County Court Bailiff and Sheriff's Bailiff.

Dr. J.P. McIntyre was physician and surgeon. W. A. Donald was attorney at law. A. McDougall was real estate agent. Thos. Bellamy was agent for A. Harris farm implements. R. N. Doyle was watchmaker. Jos. Kee was tailor. Jos. Williams kept the Temperance House. Fraser & Donald, bankers, had "scrip" for sale and money to loan. Alex Tait was agent for "Toronto" implements. A. McCallum was general blacksmith. J. Struthers & Company were general merchants. D.B. Graham had the Pioneer Hardware store. J.A. Hobbs was druggist. Geo. Wood was proprietor of the Tremont Hotel. James Watson had the harness shop. James Wolf, of Winnipeg, was apparently auctioneer, and when he came to town to conduct a sale the news was circulated around that Geo. Wood had a big wolf up at the hotel. Many went to see it. Fred G. Sparling had the Meat Market. Peter Cram was a butcher and dealer in live stock. Wm. Hamilton and B. C. Johns each had a livery stable. Baird Bros. were general merchants. John Hiebert had a large general store and Geo. Chesterman had a good furniture store. Chalmer Bros. & Bethune handled hardware, machinery and flour, at both Pilot Mound and Manitou. J. M. Stewart had the bakery. J. T. Gordon handled live stock, lumber, grain and Ogilvie flour. Jas. Stewart had a blacksmith and carriage maker's shop.

Mr. Bastin and Miss White were the teachers in the two-room school, D. A. Stewart the Public School Inspector, and the editor noted that although there were four ministers there was need for only one lawyer.

The town had two grain elevators, one flour mill, one skating

rink. Mr. Burns was station master. F. Steadman was Secretary of Southern Manitoba Central Agricultural Society.

Robert Rogers, of Clearwater, advertised his general store, lumber and grain business, in this first issue of the Sentinel.

From the pages of these early issues of the Sentinel it is learned that plenty of good water was obtained on nearly every farm at a depth of 15 to 25 feet. As much as 700,000 bushels of wheat of the 1888 (frozen) crop was marketed in the territory, 100,000 of this at Pilot Mound. One merchant had shipped 20,000 lbs. of dairy butter in 1888. Good heavy horses and only a few oxen were in the district. Geese and hawks were seen March 8th. Smoke from prairie fires was noted March 14th. Snow gone. An early spring. Jas. Strang, Reeve of Argyle, sold 2,000 bushels of No. 1 hard wheat, showing how the farmers north of the Pembina made their money. John Harrower was then Clerk of Argyle.

The editor noted there had been forty buildings erected in the town in 1888. He counted 12 horse power and 9 steam threshing outfits in the district and rollers were being used on the land in the effort to secure less straw and more grain.

George E. Widmeyer, of Picton N.D., to Kate Louise Barber. Bell-Reynolds—At the residence of H. McKellar, Clearwater, on March 5th, 1889, by Rev. James Farquharson, Thomas Bell to Annie Edith Reynolds, both of Clearwater.

The Sentinel of March 21st, 1889, noted that wheat was worth \$1.01. Mr. Jackson, from Paris, Ont., had rented the J. F. Best farm south of Crystal City. Orange and Wes. Howard had returned from a visit to Ontario. Sam Robinson brought in some horses. E. Fairbairn, from Huron County, Ont., arrived to settle near Snowflake. Mr. Lawson arrived from Lanark. Mr. Morden and family moved north of Rock Lake. Wm. Tait brought in some horses and bought the Lockart farm. Some seeding and harrowing already done and on March 26th, P.B. McLaren, of Clearwater, had 50 acres sown to wheat. It was also noted in the issue of March 28th, that the Jackson Bros. had located on the John McLaren farm; that W. H. Thompson was elected a school trustee; that Thos. Bissett and Mr. Armstrong had brought in some horses to Clearwater and that Clearwater was to have an Anglican church to cost \$1,200.

At Pilot Mound R. McKay let his farm and moved to farm of Mr. Reesor. C. Flett rented the farm of Robt. Thompson. Mr. Collard arrived from Ontario to farm. Robt. Preston's bees had wintered well. Frank Murdock offered hay for sale. Elizabeth Murdock found the first flowers.

A steam crusher had ground 2500 bags of grain during the winter, December to March inclusive, showing extensive stall-feeding of stock for export markets. The Morden Monitor gave the new paper at Pilot Mound friendly notice. Reeve Strang, of Argyle, Inspector Best and W. A. Donald were arbitrators in settling a dispute in Rose Hill School. Agricultural Society re-organized as Mountain Ag. Socy. No. 2, with James Rankin as president, John Wilson and John Elson as vice-presidents, and for directors, Thos. Bellamy, Thos. Hagyard, R. S. Preston, Jas. Morrow, Robt. Knight, Adam Maxwell and Jas. Mutch; a spring Fair to be held April 3rd.

During 1889 a gopher hunt at Crystal City caught the attention of this editor. A total of 1990 gophers were destroyed. Captain Sando was the winner and the losing side put up the supper.

Pilot Mound was making an effort to establish a roller mill in that town and for that purpose \$8000 worth of stock was sold.

The roller mill at Crystal City was at that time operated by Mr. Cockerline.

By that time also Rev. A. Stewart, of Crystal City, had become a popular lecturer as well as preacher, and had not only given his lecture at Pilot Mound but had also preached to the Foresters there, receiving much praise.

In those years, such was the terror in which the people lived in respect to fall frosts that in August it was recorded that binders were running day and night, using lanterns when darkness came.

Tales Of The Pioneers

SEVENTEEN IN A BED INCLUDING THE BRIDE

Mr. J. C. Downie, second son of Mr. and Mrs. Richard Downie, of Sec. 24-1-12, for many years Governor of the Manitoba Provincial Goal, loves to recall incidents of Pioneer life in Southern Manitoba. Sixteen years of age when the family arrived in 1880, John found himself thrust into the same dangers and hardships which were the common lot of older men.

"On one occasion," relates J. C., "in charge of my father's team of horses I was moving a settler from Emerson to Killarney. Returning with the empty sleigh, accompanied by my uncle from Killarney, we reached Cartwright for the night. On the same

day a newly married couple, travelling westward to their homestead, got lost in the snow a mile or so east of Cartwright. The bridegroom had been celebrating, not wisely but too well, but he managed to get his bride on to the upper deck of one of the horses while he mounted its mate. The bride lost her hat in the blizzard but neither one attempted to recover it.

When the pair reached shelter in Cartwright I felt pretty sure the drops frozen on the bride's cheeks were not tears of happiness.

Food and shelter was provided, with seventeen in a bed, and the bride in the place of honor next to the wall. The kitchen floor for springs; horse blankets for mattress; buffalo robes for covers. Next morning Uncle and I, total abstainers, took charge of the little oaken keg which we found on the bride groom's sleigh, as we passed it, determined to save, if possible, that poor bride from further grief. Unfortunately a couple of Indians who were getting a free ride with us, saw the keg and begged for an allowance, which we granted. I soon had two drunken Indians on my hands, of whom I was desperately anxious to rid myself.

"Reaching Clearwater I located a space in front of some horses in a stable. Taking my dusky passengers "gently" by the scruff of the neck and the seat of the pants, I laid them side by side and covered them well with hay, and they may be there yet for that was only a little over 50 years ago and time passes quickly.

"Since that time I have seen hundreds sent to jail for taking that which did not belong to them, but neither Uncle nor myself ever had any twinges of conscience for trying to make the going easier for the bride who had shared the bed with sixteen other snowbound weary travellers, then bravely faced westward in the morning, smiling through her tears "

Respecting Mr. Downie's feat in handling two drunken Indians it is only fair to the Indians to say that J.C. stood about 6 feet 2 inches in his shirt tail, as his father would say; weighed about 250 pounds and was one of two or three men in the community able to hoist the "tumbling rod" of the horse power threshing machine full arm's length above his head; or grasp the horn of a blacksmith's anvil and raise it level with one hand. There were giants in those days. J.C. made a good start in life when he hauled off and married the best girl in the community (Lydia, niece of J.F. Best). They moved into Winnipeg where J.C. soon rose to the Governorship of the Goal. George Downie, the teacher, died at an early age. Frank returned safely from the South African war, but died soon after.



ALEX TAYLOR
A Reeve of Louise - Son of
Archibald Taylor

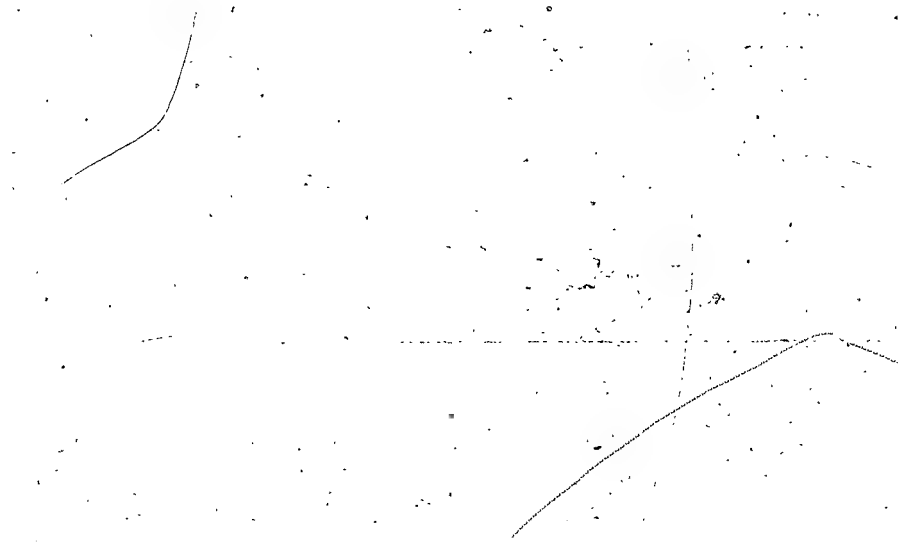


WM. GREENWAY
For many years Reeve of
- Louise - S.S. Supt.

CRYSTAL CITY BASEBALL TEAM 1886



Left to Right, standing—Will Parr, Frank Greenway, Ed. Rogers,
Jim Rogers, Dave Wright, Jim McNamee, Jim Rutherford, Fred
Sando, Tom Greenway; Sitting—J. F. Hunter,
'Dr. Riddell, Newton Greenway.





Sport In The Early Days

Sport is mock war with a smile. Competition may be either war or sport, depending upon the spirit of the competitors.

In war the aim is to destroy, in order that self interest may be served.

In sport the aim is to make the strife for first place in the game, a means of individual and public entertainment, carefully preserving the opponent as a necessary part of the game, and also because, far from being a mortal enemy, he is a friendly rival.

War exposes all that is brutal and devilish in a man's make up. Mock war with a smile, called sport, cultivates a spirit of chivalry, makes a gentleman of the player and exemplifies the spirit of friendly rivalry and self control for the benefit of the audience.

Clearwater, Cypress, Snowflake, McKenzie, Pilot Mound, Glenora, Neelin and Crystal City districts have for a period of three score years trained their youth of both sexes in the art of offence and defence in all lines of sports. Many residents of those districts named, who grew up from childhood amidst primitive sur-

4 roundings, will recall outstanding rivals for honors in all sporting contests

The Cardno brothers, east of Crystal City, became so expert on the base ball diamond that one of them entered the professional field in the States.

His curve ball was the first known in the district, and at a picnic stakes were stood in the ground to demonstrate to the spectators his ability to wind a ball in and out.

A base ball team, trained in Crystal City, that won many victories in Southern Manitoba was composed as follows: Pitchers—Jim and Ed. Rogers; Catchers—Dave Wright and Frank Greenway; 1st base—Will Parr; 2nd base—Frank Greenway or Dave Wright; short stop—Ed. or Jim Rogers; 3rd base—Fred Sando; right field—Jim Rutherford, center field—Jim McNamee; left field Thos. A. Greenway. Frank Greenway was captain, and Newt. Greenway, Doc Riddell and Fred Hunter would usually be on hand where needed as managers or umpires, with Luke Manning a strong supporter.

This team later included Henry McKitrick, a strong batter and sure catch in center field.

Clearwater had some notable players including Dan A. McIntyre, Russ and Nick Argue, Dougal McTavish, Jim McEwen, Charlie Monk, Trueman White, and others.

Neelin and Mather have always been strong contributors of good all around sportsmen, and Glenora has never been without local experts.

A notable football team in Crystal City included Doc Riddell as goal keeper; John H. Treble, Rube Martin, Harvey Greenway, Waldo Greenway, Jack Conway, Walter Riddell, Garnet Holman, Ernest Oatway, Charlie McKinnon, Wynne Gillespie, Len Ring. W.J. Russell was a keen player on a later team.

Occasional Lapse

That the spirit of friendship and brotherhood, so necessary in all sport, suffered a complete eclipse at times of intense excitement in keenly contested games is not true. Individual players, at such times, lost their temper and in extreme cases even self control, but never at any time did elemental force hold sway in deciding the conduct of players, whose instincts were those of gentlemen.

Early Settlers of Township 1 Range 12

By J. C. Downie.

My earliest recollections of 1-12 date back to 1880, and although there were neither buffalo nor Indians in sight, or other visible dangers, there was certainly a complete absence of luxuries, pleasures or comforts, but many hardships, privations and much hard work to contend with. All, however, appeared to be imbued with the ambition of bringing new communities into existence, and while working for, and helping themselves, they were also helping others.

A splendid feature of the first settlers was the fact that each man appeared to think that his was the best quarter or half section in the district, a thought productive of satisfaction and contentment. At that time there were no autos, telephones, radios, local newspapers, churches, schools, fences or graded roads, but those are now distant days, and the pioneers who had such conditions to contend with have nearly all passed on to their reward, leaving their offspring to enjoy many modern conveniences that were unknown to them. That splendid poem by A. L. Fairbairn could well be quoted here. It is called "The Man who Broke the Trail".

Men who have conquered the wilds of the loneland,
Men who have wrestled with nature and won,
Girt with the spirit that founded the Empire,
Breaking the trail for a nation to come.

Men with a plough on the tail of their wagon,
Dauntless their courage to meet each defeat,
Breaking the sod of the yet virgin prairie,
Pioneers they of the world's future wheat.

Wives and mothers faring forth with their menfolk,
Facing the hardships that pioneers know,
Bravely they sacrificed all for the future,
Gladly on them let us honor bestow.

You of the Prairies, courageous old timers,
Deep in our hearts is the memory enshrined,
And may your names be to us inspiration,
The men and the women of pioneer times.

Exploring or pioneering, all gave evidence of an ambition to do something, to accomplish something; a spirit of progress, a desire to improve conditions in their lives, or in the community.

It is to be expected that among the many men of many minds, there will be those who are leaders, and of such are the pioneers. I do not want to appear to be applauding myself as one of the leaders, as I came on the judgment of others, being then a boy, but when I get into a reminiscent mood, I take considerable satisfaction out of the thought that I helped to pioneer my country.

I have been requested to write something about the early settlers of Township 1, Range 12, W., a rather large undertaking as they were all worthy settlers, coming from different walks of life, and all making good neighbors, and to single out any of them by way of classification would not be doing justice to the others. However, I will mention a few with whom I came in contact more often than the others.

First "Sam" Graham, a bachelor, and by the way, don't think it was his fault either. He lived on Section 2 near the boundary. In going to the village, or some neighbor, he always came past with a smile and a joke. He gave some thought to politics on which he had ideas of his own and did not hesitate to express them, but was not rabid or offensive. He was never disagreeable and always on good terms with his neighbors, and while he was always a reasonably modest man I always fancied he enjoyed an invitation to "come in," especially if a meal, put on by the hands of a woman, was in sight.

Then Charlie Thompson, who had $\frac{1}{4}$ of the section I was on, and being a man with a wife and daughter, he had all the disadvantages of living the life of a bachelor. If you met him before going into his house you would suspect him of being a bachelor, but after going in you would feel sure of it. Charlie had a flair for politics also, and always appeared to enjoy hearing or telling the latest joke or story about Sir John A. McDonald, who he appeared to think was the personification of political virtue.

The McKittrick brothers, William and John, while being near neighbors, did not have the distinction of living in 1-12. They lived on adjoining farms in 1-11. Each had a wife and family, and were industrious law abiding citizens, and were each blessed with a helpmeet of outstanding merit, both ever ready to open their homes on the occasion of a visit from the early pioneer missionary. They each raised their respective families and left the community better than they found it, which means that those coming after them were able to say that their lives had been a success.

Mr. and Mrs. George Tweed were also near neighbors who tilled their farm, made a home and reared their families and won the respect of their neighbors.

Mr. and Mrs. Sullivan, also near neighbors, as distances were measured in those days, although coming from a town in Ontario, (Paris), they changed their method of earning a living and became tillers of the soil. He had the rudiments of a blacksmith shop which no doubt at times brought him in a modicum of the coin of the realm. They also opened their home on an occasion of the visit of a travelling missionary. They had two sons and three daughters all of whom have passed from the map of that district.

On an adjoining farm, section 26, Robert Scott was early in possession, but also early sold his claim and took Horace Greely's advice and went west.

His successor, J.F. Best, a former furniture dealer from Paris, Ontario, tried his hand at farming and stock raising, with indifferent success, having to depend largely on the advice of his neighbors, as his farmer experience along those lines was "nil." He and Mrs. Best returned to Ontario but have both "gone the way of all flesh." A son and daughter accompanied them east. One son is now a furniture dealer in Red Deer, Alberta, and a married daughter is living in Penticton, B.C.

On the north half of the section Mr. and Mrs. Sullivan were on, Mr. and Mrs. Joseph Rollins made their home and carried on grain and stock raising with success. They improved their farm, raised their family and also left the community better than they found it.

Charlie and Findlay Young were early on the scene but did not remain long enough to have any influence. They also moved further west, where they afterwards took an active part in public life.

Messrs. Dave Potter and John Treleaven both had decided on assuming new roles, that of farmers, doing so on sections adjoining the International Boundary.

James Wanless and James Potter were both early pioneers, but not for long. Both bachelors, they evidently thought it was not well for Man to be alone, so early hied themselves to more congenial surroundings.

Richard and George Atkins were brothers, and good types of pioneers, but they also appeared to think that fields farther away looked more green and they likewise headed for the west.

James Corbett and William Cruikshanks were two near neighbors who appeared to have many ideas in common and worked con-

siderably together. Mr. Cruikshanks having a distinct disadvantage in having to cook his own meals, and make his own bed, while Mr. Corbett was blessed with a partner in his pioneer troubles, who was always ready and willing to bear her share of any burden that happened to come along, and in those days there were many. They also gave to the community three sons and two daughters. Two sons remained in the community, one is now the local M.D. in that district.

Another near neighbor, W H. Davis, who with Mrs. Davis gave up their home and occupation in a town in Ontario, also cast their lot in with the Manitoba Pioneers. Their family consisted of a son and two daughters one of whom, Clara, became the wife of Frank Treleaven, now of Hannah, just across the International Boundary in Dakota.

The four McTavishes also of 1-12 took an active part in the pioneering of their adopted district. One of them, John, by popular vote became a representative of the people in the Municipal Council. A sister married James Stewart.

Another Pioneer Farmer in the district, John Stewart, a brother, owned a half of the same section, and for many years had no opposition in the ruling of his household, but eventually he divided the responsibility with another.

Findlay McEwen also was early on the scene, and spent a number of years in 1-12, and became a popular representative of the people in the Municipal Council. He, in addition to raising a family, took an active part in community affairs, and some years later moved to another district where he now lives.

If I have omitted any of the early settlers it has not been intentional as I feel that they are all worthy of mention. But as I left the district nearly half a century ago my description may not be as accurate as a record of this description should be, but I have written of them as I remember them, and I do so with respect to their memory.

My parents came to Manitoba in 1879 and to 1-12 in 1880, bringing the younger members of the family. An older brother and I came in 1880, he in the spring and I in the fall, all coming under the auspices of the late Hon. Thomas Greenway who, by the way, did much toward colonizing that district.

A few samples of pioneering incidents might not be out of place.

In the summer of 1880 the river was very high, and some breaking of land had to be done on the other side of the river, in connection with homestead duties. There were no roads, or bridges at that time. The "modus operandi" was for the man to take the

oxen to the river bank, take off his clothes and tie them to the oxen's horns, together with his lunch, start the oxen in to swim the river, then jump in behind them and swim across after them, catch them, plough all day, and repeat the stunt in the evening.

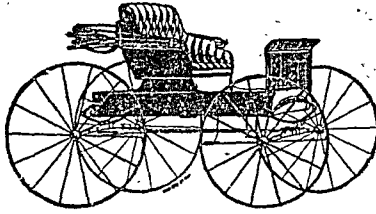
A day in winter, getting up firewood, would require getting up about 5 a.m., light the fire, go out and feed the horses, go back in the house again and get the breakfast ready, after which the horses would be cleaned, harnessed and hitched up; and a start made for the bush about ten or twelve miles away, and be half way there by daylight. Arriving at the bush the horses would again be fed, and while eating, the driver would chop down what he thought would make a good load; hitch up the horses, and drive around, and gather up what he had cut, and fasten it on the sleigh with a chain and a binding pole, and as quickly as possible start the team on the road home, so that he might arrive home before dark. The team started, he would then eat his lunch while traveling, and if it was frozen too hard he could cut it with the axe in small chunks. If he thought he would like a drink of hot tea, he could always lick snow. If he got a particularly good load some neighbors would be sure to ask him what section he got it off. He would be almost sure to be told, section 37.

Some time during the early eighties, my father bought the first threshing machine in that district, a horse power machine, and as there was by that time considerable grain grown in the district it was impossible to get finished before winter, and so we had of necessity to keep going all winter. What was left had to wait until after seed time the next year. My father, my elder brother and I with four horses accompanying the machine, nearly always moving by night, threshing all day, and there were no union hours at that time. A day was from daylight to dark. The farmers were anxious to have their threshing finished, and we were anxious to have it all finished as nearly in season as possible. Conditions in every place were different. We usually did not look with pleasurable anticipation on going to a bachelor's farm, where accommodation for man and beast was usually conspicuous by its absence. In the early winter of 1880 our house with all of its contents was destroyed by fire, causing much hardship and privation. It was necessary for my brother and I to go with two yoke of oxen to Nelsonville, a distance of about sixty miles, for two loads of lumber. The ground was frozen solid and rough, and we had no shoes. We tied some grain sacks around our feet, until they were about as big as wooden pails.

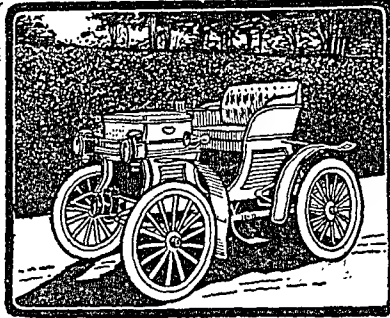
Those were a few of our experiences, and I could relate many more, but these are sufficient to show that what could not be cured had to be endured.



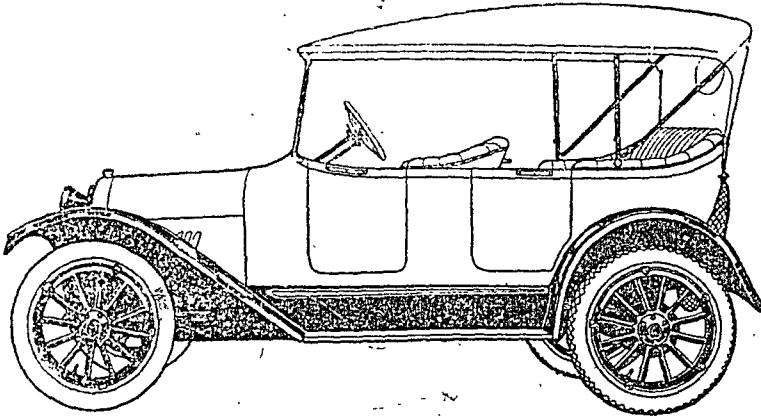
TRANSPORTATION



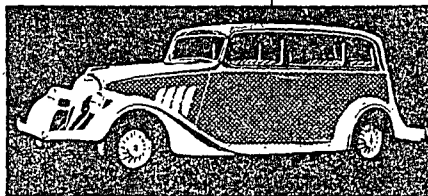
Great was the excitement when the first top buggy replaced the old buckboard or oxcart.



Rev. Dan Stoddard's horseless buggy was a nine day wonder.



The height of luxury was reached in the double seat car with a top.



The closed in car arrived in time to shut out some of the drifting soil in furious dust storms.

How Clearwater School was Organized

By Jas. McGregor.

Pilot Mound, Crystal City and Clearwater school districts were organized on the same day, November 10th, 1880, with the numbers 105, 106, 107, but Clearwater school was not erected until the following year, 1881.

First trustee board in Clearwater was composed of John B. Coulthard, James Laidlaw, and Alexander McLaren.

As soon as the district was organized, tenders were called for the erection of a school building and the job was let to the lowest bidder, Joseph Lawrence.

Almost a year passed, and short of one load of logs, there was nothing else procured for the building until too late that year.

When the trustees interviewed Mr. Lawrence in reference to not going on with the contract, Mr. Lawrence threatened to have damages for not showing him where to build the school house, and so it was called off, and another call for tenders was made. Eventually the contract was given to Malcolm Campbell and Peter McLaren. The bulk of the rough lumber and dimension timber was procured locally, most of it north and west of Rock Lake at a portable saw mill. Other material for outside and inside finishing was drayed in from Emerson by ox teams. The contract price was \$585.00 for the completion of the building, and the same was turned over to the trustees shortly before Christmas, 1881.

The funds for the building were borrowed on debenture, standing for 10 years without payment of principal at 8%, from a resident named W. Garroway, and the loan was put through accordingly.

The first teacher engaged was Wm. Gallagher, at a yearly salary of \$380.00. Wm. Livingstone was the teacher engaged for the second year at a salary of \$400.00 for the year. Archibald Taylor was elected trustee for three years at the annual meeting with Hugh McKellar and R. Rogers auditors.

In 1883 R. Rogers was elected trustee for a term of 3 years, and John McTavish was hired as teacher for 1884 at a salary of \$425.00 per annum.

Unfortunately Mr. McTavish did not live to see much of his term and in the emergency the services of A. A. Hobkirk were engaged, at the salary of \$425.00, and an allowance of \$25.00 for lighting fires and general care of the school.

The early years of the district were not remarkable for advanced students, at least no trace is available of them; but in more recent years the school has made a fine record. This information is all from the Early Records of the Minute Book since 1881.

[ED. NOTE—Jas. McGregor was for a long period of years, Secretary-Treasurer of Clearwater Schools and this valuable information will be appreciated by readers of these sketches. Modest and unassuming, Mr. McGregor does not even mention his own important life work in helping to build one of the finest communities in Manitoba. Mr. McGregor is known over Southern Manitoba as a man of outstanding integrity.

Though no longer able to conduct his lumber business, Mr. McGregor is, in this year 1939, at the age of 86, still able to converse with his friends, recalling with pleasure incidents of the past.

Mrs. McGregor, daughter of that noble pioneer, Alexander McLaren, has during her whole life time been active in all good works.

The world is a better place to live in because of the life work of Mr. and Mrs. James McGregor of Clearwater.]

First Board of Huron School October 1883

The district east of Crystal City was settled with men of substance, experienced farmers from Ontario, who in addition to their families, brought with them from the east the necessary capital to enable them to begin operations in a new farming community.

These men left a record of good citizenship in addition to building up an important section of the community.

Here is the original report of the first meeting of trustees in the Huron School district, secured from the files of the Department of Education, for these pages by the late Frank Greenway, during his office as Assistant Deputy Minister of Education for Manitoba.

Huron School District,
Crystal City, Man., Oct. 23, 1883.

To J. B. Somerset Esq.,
Supt. of Education.

Dear Sir:

Please find below minutes of first Trustee

meeting of the above named district, held at the house of S.T. Treble today.

Trustees elect all present,
viz., Wm. Werry, R. McKay and James Gorrell.
Wm. Werry was appointed chairman of the board and U.S. Jory Secretary-Treasurer.

Es. That the Secretary take the census of the district.

Es. That the Secretary put up notices calling a meeting of the rate payers to consider the expediency of raising money by way of loans, to build and furnish a school house &c &c. Said meeting to be held on the 10th day of November, 1883, at the house of James Gorrell.

Yours very truly,
U.S. JORY, Sec.-Treas.

Glenora and District

One of the most important agricultural districts in Manitoba lies north of the Pembina River and Rock Lake.

Years of early fall frosts brought disaster and suffering to heavy soil farmers, while lighter soil farms north of the river produced a good sample of wheat with fair yield.

Settlers for the most part north of the Pembina were experienced farmers from Ontario, expert in the breeding and feeding of all kinds of livestock. This additional source of revenue became important in years of drouth.

This district was fortunate also in having a plentiful supply of fuel; also timber for log buildings. Some timber was large enough to cut for lumber and several small saw mills operated along the Pembina River timber belt.

James Wilson, son of a pioneer family, built up a model farm, with large buildings and fine stock. He established a record in good citizenship, besides taking an active part in building up the community. Richard, his brother, was widely known among the organized farmers.

It is important that all history in connection with the estab-

lishment of the district be preserved and the late James Wilson, realizing this, kindly prepared the following sketch for the Courier. Mr. Wilson, being well qualified to speak from his own personal knowledge, no doubt these facts will be appreciated by our readers.

"I do not know", narrated the late Mr. Wilson, "of anyone north of the Pembina in 1878. In 1879 our family, Father and Mother, that is John and Elizabeth Wilson; R.M., James and Louisa (now wife of Rev. T.H.J. Walton), settled on their homesteads; also John Nelson and Jacob, (brothers); John Montagne. David Bentley; Noble and George Lawrence; Dunn Bros., Blackford, Jerry and Randall; William and Michael Little and sister Isabella; Andrew Gibson and Jas. Allchine.

In 1880 R.S. Thompson, John Cummings, Jas. Walsh and sons, Robert, Andrew and Thomas and daughter Maggie; and Jas. Baird reached the settlement.

The sawmill and store north of Rock Lake was owned by Alex Blaine and Reeves and Taylor, who came in a short time later, about a year. The store north of the Lake was managed by Thos. Rogers. I never heard any name except "Mill and Store" for that village.

Asher, a Jew, had a small store on the farm of William and M. Little, and Thos. Feeley carried the mail in an oxcart from Pilot Mound, (the old mound), to the post office on his own farm. This was Glenora in 1880."

Stories From the Lips of Pioneers

By Mrs. Ida Welton.

My father, John Elson, and eldest brother, left London, Ont., in the spring of 1879. I never expected to see them again, for Manitoba was so far from Ontario. However, we did meet again. On the 5th of October, 1880, we left London, Ontario; my Mother, four small brothers and myself. One brother came with our car of effects and another one stayed in Ontario till the spring of 1881.

The trip was very pleasant and we arrived at Emerson, Manitoba the end of the week. There my father and elder brother met us. We stayed over Sunday in Emerson, which was a very busy town in those days. There we met Mrs. Armstrong, who later moved to Cartwright, Manitoba. Leaving Emerson our first stop

was at the 15 Mile Village, a Mennonite village. We stopped there over two days. Mr. and Mrs. Peck and family stopped there too. The Mennonite people were very kind and did all they could for us. Our next stop was at Rhineland, at the miller's home. They too were very good to us, though we didn't stay there long enough to see the miller grind the wheat into flour.

We came to Calf Mountain and stayed there over Sunday with Mr. and Mrs. Thompson. (Mr. Thompson knew my grand-father in Ontario). Mr. Andrews, a young student, preached in the afternoon. We all enjoyed the service very much and also our visit with the friends. Monday we journeyed on. Our next stopping place was at Young's, in the Pembina Valley. Several other people were there, as Young's was a regular stopping place. Leaving there we crossed the Pembina River and soon came up on the open prairie. We had to camp for dinner that day on the prairie. The wind was blowing rather strong, and dust flying, so we were glad to pack up and move on. Late in the afternoon we arrived at John H. Stewart's place which was our home for the winter. The house built of sods was plastered inside, and was very warm and comfortable.

In a few days Mrs. P. McLaughlin, our nearest neighbor, came to see us. We were pleased to make new friends in our new home. That winter a son (little Willie) came to the McLaughlin home, but only stayed for a few weeks, then passed on to the Great Beyond. Mrs. W. J. Allen, a very bright, cheery little woman, was another new friend. Mrs. Allen McCauley and Mrs. Neil McCauley, who lived east of us, were very kind too. Every one was so kind and helpful to new settlers coming into the country. In the Snowflake district there were good friends; Mrs. L. Manning, Mrs. A. Manning, Mrs. J. Brown, Mrs. W. Cobbledick, Mrs. M. Williams, and daughters. What happy times we had visiting at their homes. I did not know Mrs. S. Handford, Mrs. C. Handford, Mrs. Barbour and others of the Snowflake district very well.

Church service was held in John H. Stewart's house in the winter by the Rev. A Stewart, and in our own home when we moved there in the spring of 1881.

Other friends and neighbors were Mrs. G. Mutch, Mrs. E. Howard, Mrs. Peck, Mrs. T. Howard, Miss Peck, Miss R. Rankin, Mrs. Ditchfield, Mrs. J. Peck, Mrs. T. Latimer, Mrs. S. Treble, Mrs. Uri Jory, Mrs. W. Werry and Miss Hewston. John H. Stewart married Miss Carrie Butchart, and we had another good friend living near us.

I think, as I write, of other friends whose friendships we all

valued, and enjoyed visiting at their homes. Mrs. Wm. McKitrick, Mrs. John McKitrick, Mrs. Joe Rollins and Mrs. Wm. Davis. Some time later I met Mrs. A. Cudmore, Mrs. Corbett and Mrs. J. Collins, all busy making homes on the prairie.

The first picnic we had was down on the Boundary line, near Wm. McKitrick's. We did not have a very big crowd but had a good time. Two bachelors came from Dakota, the only settlers there at that time. Games were played, but the most interesting event was a race between a young man on a horse and a young man on foot. From the starting place they had to go a certain distance, turn around a post, and back to the starting point. As the young man on foot turned around the post quicker than the horse could, he won the race.

It was very easy in those early years to get lost on the prairie in winter after dark. One afternoon my father, Clara Davis and myself went over to Mrs. Wm. McKitrick's. Coming home in the evening we got lost. Everything was white with snow. We saw in the distance what we thought was a house, but it was a stack of hay. We started off again but came back to the same hay stack. Finally we saw a light which proved to be a lamp in the window of our house. The boys had put it there to guide us home. There was an invitation at home for us to go to a party that evening, but we didn't go. We were so thankful to be safe at home.

At Crystal City we had many good friends. Mrs. John Greenway, Mrs. Robert Rollins, Mrs. Wm. Greenway, Mrs. Thos. Greenway, Mrs. Wm. Parr, Misses E. and L. Parr, Mrs. Thos. Sando, Mrs. (Rev.) A. Stewart, Mrs. Jas. Rogers, Mrs. Wm. Daly, Mrs. J.J. Ring, Mrs. Wm. Reid, Mrs. A. Rollins, Mrs. Ann Rollins, Miss E. Greenway, and the Misses Fanny, Lizzie, Mannie and Betty Daly. I have many happy memories of the friends, and what a pleasure it was to have a party of young people come to our house for the evening. One evening a party came and we had the threshers. We had a good time and enjoyed it. The same evening there was a wedding in our neighborhood when S.B. Lynes and Maggie Mutch were married.

Other friends too at Pilot Mound; Mrs. Wm. Butchart, Mrs. R.S. Thompson, Mrs. James Fraser, Mrs. John Fraser, Mrs. R. Duncan, Mrs. R.S. Preston, Miss Jennie Preston, Mrs. Thos. Preston, Mrs. (Rev.) John Brown, Mrs. (Rev.) J. Farquharson, Mrs. Donald Shaw and Mrs. M. McKellar, each so brave and cheerful in sunshine and in shadow.

So often I think of the friends, some who have gone far away, gone from us to a land that is so much fairer than day.

The Mayo Family of Clearwater

Heads in Tent - Feet to the Weather

In 1880 the confederation of Canadian provinces, known as the Dominion of Canada, was 13 years old. Manitoba, taken in as a province in 1870, was 10 years old. Its dramatic entrance into the lime light gave it so much notoriety that Manitoba and its people, its furs, its pemmican, its buffalo robes, its open prairies, waiting for the plow, was the subject of conversation over eastern Canada, especially Ontario, from which province the members of the Wolseley expedition had been for the most part drawn, and many of whom remained in the west.

Within ten years from the date of its birth as a province, that section of Manitoba called the Red River valley, and westward as far as the Pembina River, was more or less completely settled or claimed.

In 1879 the land rush was westward across the Pembina River, and men from all parts of Ontario settled in what was known as the Rock Lake area, which included Crystal City, Clearwater, Pilot Mound, Snowflake and Glenora districts, as now named.

Among those who prepared in 1880 to come to Manitoba were George Mayo and Ann Caughlin, his wife, of Lucan, Ontario, with their five sons and six daughters.

A long but uneventful trip by train through the United States, brought the family to Emerson, arriving on Sunday, Oct. 3, 1881, where they expected to be met by the father who had spent the summer in the Clearwater district, making preparations for their arrival.

Slow as was the train that brought the family, it was faster than the oxen that brought the father from Clearwater, 100 miles to the west, and with no one to meet them and no money to pay for their lodgings, Mrs. Mayo and the family were in distress.

Next day the father arrived with four oxen and one wagon, but no money. A total of \$2.50 proved to be the entire cash resources of the whole family, and \$12.00 was needed to secure a release of the freight.

The father, and George Jr., got work threshing at \$3.50 per day, and soon the chattels were in their possession again; food was purchased for the journey, and one load of the freight, which had arrived twelve days after the family, was stored on the prairie, 10



miles out of Emerson. The balance of the chattels, about two tons in weight, was loaded on the wagon. Men, women and children walked along side of, behind, or ahead of the four-ox team.

Emerson was left behind on October 25th, total cash resources at this time, \$2.25. The family wardrobe still included the straw hats and summer clothing worn on their arrival at Emerson.

A distance of twelve miles was travelled the first day. Camp was made in a Mennonite village. Water was scarce, but the owners of the village well filled two pails, asking 5c per pail. When no money was forthcoming they poured the water back into the well.

When darkness came the Mayo men helped themselves, carrying fifteen pails to meet the needs of the camp. All heads and shoulders were wedged into the one small tent for the night, but feet and legs of the men sprawled heedless over the prairies of the Red River Valley.

After the first day settlers were more friendly. Some times a prairie fire held the right of way on one side of the Commission Trail, while the cavalcade marched on the other.

In the course of time Nelsonville was reached and here no feed could be found for the oxen. Jack Waldie, from Cartwright, being there, told the men where there was a stack of hay. But the hay was on top of the owner's house, guarded by two cross dogs. When the dogs came at the men, the men climbed the log house and lay down in the hay. The owner came out of the house, saw nothing, and made the dogs lie down. Then went back in and shut the door. Now, the Mayo men filled their ropes with hay and when all were ready jumped and ran for their lives with their packs of hay on their backs.

Next night camp was made in the shelter of willow bushes. Nights were getting colder by this time as November had overtaken them. During the night a stranger, looking for his horses that had broke loose, came to the Mayo tent and fell over the legs and feet sprawled outside. Many travellers were on the trail.

The Pembina hills were reached and following down the deep worn trail the wagon, sorely laden, lurched to one side and smash went a front wheel. The Mother immediately made the boys drag down the stove and set it up, while she went to work to set bread, as feed by this time was becoming scarce, and there was an abundance of fuel right at hand.

At 3 p.m. it started to rain heavily. By 6 p.m. it had turned to snow. By 10 o'clock ten inches of snow had fallen. All managed to get supper and all jammed into the tent.

"Whoa!" A man's voice was heard outside in the darkness,

and there was Jim McKnight from Clearwater. Mr. McKnight took the women and children to Hamilton's boarding house at the "Old Crossing" in the valley. The men remained in the tent with no fire, and when they awoke in the morning the weight of snow had split the top of the tent and the sun was shining in. The tear was sewed up with a string pulled out of the dried apples.

Good Samaritans are everywhere. One man, a carriage maker, repaired the wood work of the broken wheel. The local blacksmith did the iron work. They hoped for their reward in heaven.

Half the load was taken up the hill to Ruttanville and cached on the prairie and another night was spent at the Old Crossing.

Now, with a lighter load, the women and children could ride and reaching Ruttanville, Mr. and Mrs. Ruttan kept the whole family over night free; not the only deed of kindness done by this most worthy couple.

Crystal City was reached by dark the following day and being now so near the end of their journey the weary family pressed on, reaching Clearwater by 10 p.m.

Mr. and Mrs. Alex McLaren kept the village boarding house, but here was a family completely penniless, nevertheless they found shelter and food for all. When Mr. Mayo asked them how much he was in their debt these good people said "nothing at all."

The boys, however, were set to work to pay their keep. Although Mr. Mayo had provided a dugout on his claim against the arrival of his family, temporary housing was obtained in a building a mile west of Clearwater.

There were oats in the loft where the boys slept and they could see the stars through the cracks in the roof, and at times their noses were frozen in bed, but all survived a frigid winter. A stack of hay the father had put up was sold for \$100 to Mr. McKibbin, of Cartwright. This helped mightily. Flour was obtained from John Coulthard's mill in the Clearwater valley. Mr. Elliott and Frank and Newt. Greenway came for the oats in March, but the increased space brought no added warmth. Indians often came, to trade skunk skins for bread.

In March the warm sun brought out the bears and the tracks of these were seen around the house in the mornings. Two farmers from south of Crystal City were getting out oak logs for buildings and asked permission to lay their camp bed on the floor in the house at night. Mrs. Mayo said, "but what would we give them to eat?" It was explained they had their "grub box". So these men shared the warm fire for a couple of nights. They were John



and William McKittrick.

John L. McIntyre was a brother-in-law of Mr. Mayo. For a time the Mayo family made their home with their relative.

It was while on the McIntyre farm that a most distressing accident occurred. While hunting, Mr. McIntyre's gun exploded, knocking him insensible and smashing an eye. He was brought in and George Mayo, whose father was a surgeon in Ontario, used his own surgical skill in removing the shattered member. He then applied a bread poultice to the bruised head.

When a doctor was summoned from Emerson he found little more could be done than had been done, except to collect his hundred dollar fee, one dollar per mile. Mr. Mayo also removed a portion of decayed bone from his son's leg as the boy sat on the bed, with no anesthetic to ease the pain. That son is still living and has still the use of the leg.

Life in the dugout on the homestead began in the fall of 1882. The dugout was 18x24 and here there was room for all feet and legs indoors. No well, so snow water was used, no cow, no milk, and not too much of such things as they had. John Lawrence had sold a horse power threshing outfit to Dick Downie and the little crop was threshed in bitterly cold weather before Christmas.

Then a terrible storm came along that completely snowed in the cave dwellers. Anthony James had given them a barrel. The family owned another. These barrels, kept inside to hold water, were filled with snow out of the door way. Still no daylight. No one knew if it was night or day as there was no time piece. However, the Mother was sure it was time to get up.

She, of course, was right. A hole was finally pierced through the snow and communication reestablished with the outside world. After that bait was placed at the end of a long tunnel leading through the snow to the house and foxes were secured by shooting them from the doorway.

On another occasion the family were awakened by footsteps thundering overhead. It being long past Christmas, the inmates of the dugout decided Donner and Blitzen had run away with Santa Claus and carried him back from the North Pole. They rushed out to greet him and found it was only Joe Lawrence, who had driven the seven miles, as only Joe could drive, to bring Mrs. Mayo to attend his wife. He may have been ignorant of the fact that he had "arrived", or again he may have taken that method of waking the family, which would not only save time but would save him the trouble of getting out of the warm buffalo robed "snow devil."

The man who was alleged to have travelled all the way to Emerson and back, an 8 day trip, on an unbroken \$100 bill, because no one could change it, and had later beaten Gordon & Ironsides in a law suit over geese stuffed with worthless lard, was considered equal to any emergency. But the escapades of Joseph Lawrence is not a part of this story.

These mercy drives were a regular feature in Mrs. Mayo's programme of living, and many of the present citizens of the community, now middle aged, lacked nothing in the way of skillful care at birth because of the motherly solicitude of their nurse.

John Lawrence was a near neighbor, only two miles away, and he offered to let this penniless family have an aged cow for only \$50. One of the sons worked out this debt at \$15 per month.

Another son, George, now living retired in Clearwater, worked for Harry Cudmore, and the next year for Aaron Cudmore, where he had good food and a good but hard working master. Here he drove the children to Crystal City school and attended himself in the winter. E.L. Taylor was the teacher.

The next year he worked for Jim Corbett and when fall came the wheat was so badly frozen there was money for neither the farmer nor his help. George Mayo and Ann Caughlin, his wife, from Lucan, Ontario, never made a fortune in the west.

Heads of large families who are extensive purchasers in a protected market and limited sellers in an open competitive market, know now that the cards are marked against them. The thing just can't be done. But the pioneers of Southern Manitoba have achieved immortality in the record of Canadian Literature, as the founders of an Empire that will endure.

The Taylors of Lanark

For more than four hundred years the argosies of England and France fed the new world with the strength of the Old.

The adjustment of ownership in North America, which brought the French dominions under the British flag, besides confirming titles already held, resulted in an immediate rush of immigration from the British Isles into Canada.

The opening of the 19th century brought groups of settlers into the newly surveyed townships of Upper Canada and between the years 1815 and 1825 descendants of the heroic Covenanters of

Scotland or the conquering pioneers of Northern Ireland settled in the counties of Carleton and Lanark on the Ottawa River.

Here the first generation of Canadians by birth or naturalization grew up in the midst of the most primitive surroundings.

In addition to the grant of 100 acres of land to each head of a family, every group of four families was provided by the paternal government of Governor Simcoe, with a flint lock shot gun, a sugar kettle and a cross cut saw. Most of the families were able, from their own resources, to provide themselves with a cow, one or two sheep and at least an axe and a spade. Any additional tools and implements had to be made by themselves.

Here was a case where not one individual but thousands of families were literally thrust into a wilderness of solid bush, to live by their own ingenuity and industry, or starve, as the case might be.

The records show that they not only lived, but they raised families of sons and daughters who were destined to become the founders of an extensive empire on the prairies of the west. In such a setting as this, one of the penniless immigrants, John Taylor, was a young man with the title to a piece of land and a capacity for hard work as his total assets. He was hard smitten by the charms of the attractive Jeanie McGee and, although in no position to marry, he feared the competition of wealthier rivals would result in disaster for him, and in desperation he — so runs the legend — approached the lady upon whom he had set his heart.

"Noo, Jeanie, ye ken I hae naething. An ye hae naething either. But if ye will join hans wi me on me land, I will na fear the future wi a bonnie lassie like ye at me side." It is further recorded that Jeanie McGee entered into a life partnership with John Taylor and they became the parents of Archibald Taylor, about whom our story centers.

John Taylor, who was credited with bringing the first horse into the settlement, had a brother-in-law, Henry McGee, who was a man of parts. He was an accomplished singer and it is reported of him that he would on occasion, sing "Highland Mary" at the top of his voice when sound asleep, to the great delight of his small nephews and nieces, for whom he made butter spoons out of maple roots and hand sleighs with natural bent runners.

The Clayton Fair, held in the spring, was an annual event where sales and exchanges were effected by farmers from far and near. To young Archie was allotted the no small task of bringing Uncle Henry "hame frae the Fair sober."

At the Fair young Archie would say "Ye'll hae na mair the

noo," and the burly woodsman was amenable and wonderfully docile in the hands of his favorite nephew.

Animals at times are known to develop strange appetites for unusual articles. One of the big oxen used on the farm would raid the family wash and perhaps devour a shirt off the clothes line. One day this ox started in to chew, and finally swallow, the end of a rope used to haul logs out of the swamp. The children saw him and running to the house warned the men that their rope was going down Buck's throat.

Uncle Henry McGee rushed to the rescue and grabbing the rope was hauling away hand over hand when John Taylor arrived and yelled: "Stop! Stop! Ye'll kill the puir beastie!"

"Goad," says Henry as he took a fresh hold. 'I'll hae me rope if I hae to haul up his bottom tripe."

Archibald Taylor married Elizabeth Rintoul and in turn pursued a strenuous life in providing for his growing family. For fourteen winters he teamed logs and oats and supplies for lumber camps, three days journey from his home.

Later his brother became owner of a small timber limit and sawmill and Archie "got out timber" and hauled it to the mill.

Potash making was one of the earliest industries. The settlers in clearing the land piled the trees, brush and stumps into great piles which were burned, as there was no market for a product of which all had a surplus. Great piles of ashes were left where the burning took place. These ashes were put into a rudely constructed hopper, then saturated with water.

The liquid that dripped from the ashes was boiled down as in sugar making, until the solid substance, known as potash was obtained. This found a market in the new trading centre in Bytown, now the City of Ottawa.

Two barrels of this potash made a load for Archie Taylor's wooden cart and with a bull between the shafts and a young horse in the tandem lead, he made many a trip over the long miles of corduroy roads through the dismal swamps.

Bot flies were numerous then, as now. While at a stand still the Bull, licking the heels of the horse ahead of him, swallowed eggs deposited by the bot flies on the hair of the horse and later died, the first known casualty among cattle from bots.

By 1879 farmers of Lanark County were becoming quite prosperous. The facts of this prosperity must be known to be understood. The families had plenty to eat. Ground whole wheat bread, meat, milk and vegetables, fruits home grown.

Surplus butter was packed in firkins. Lambs were fattened

and when the potato crop was harvested the farmer, sometimes accompanied by his wife, would team the produce to Ottawa; or in later years to Lanark, Almonte, Carlton Place or Smith Falls.

What was done with the money? For the most part it was safely stored in the family strong box.

All clothes were home made from home woven cloth, made from home woven yarn from the backs of sheep, raised by themselves. All furniture, bedding, harness and most of the farm equipment was home made. Even the household utensils were nearly all home made, many families having not even knives and forks.

All lands were finally occupied and families with growing sons began to wonder where they might locate the boys and girls. Western Ontario and the United States provided an outlet for large numbers. Archie Taylor decided he would investigate the possibilities of the new Canadian west. In company with Jas. Campbell, John Affleck, Wm. Kemp and Robt. Affleck he set out from Emerson in 1879 to see the west; the little company sharing in the purchase of horses, democrat and supplies.

This group of land prospectors drove westward through Portage and Brandon districts where already the best of the land was homesteaded; on west into Saskatchewan, then the Northwest Territories. No selection of location was made after prospecting for six weeks in the N.W.T., and returning to Winnipeg they sold their outfit and turned their attention to the new survey west of the Pembina River in Rock Lake district of Southern Manitoba.

Here homesteads were secured. Sod or log huts were built, some breaking was done in preparation for seeding crop in 1880. Hay was cut with a scythe and raked by hand, and preparations were made for spending the winter in the land of their dreams, Manitoba.

It was the 21st day of June, 1880, when the Taylor family arrived in Emerson. Other families arriving about the same time were those of John Affleck, Black Dan McIntyre, James Rankin and Wm. Ritchie.

The Taylor car was well loaded. Lumber from the Ontario saw mill; cows, sheep, brood mares, and above all, two handsome dappled gray stallions, household pets and the pride of their owner. Freight cars and passenger cars were all coupled on the same immigrant train which ground to a stop in West Lynn, the United States post across from Emerson on the east side of the Red River. When the Taylor car was unloaded an American farmer promptly offered \$300 for one of the stallions which was refused.

Wagons were loaded, supplies were secured, and the long trek from Emerson to the homestead was begun, with a tent for shelter at night but with no other protection from the weather.

Young Johnnie Taylor and Jimmie Mitchell, lads about twelve years of age, drove the cattle in turn with the men, sometimes ahead, sometimes behind the loads. One day the going was pretty heavy for the teams. Getting stuck in sloughs and getting out again delayed the wagons so much that by the middle of the day the herds of cattle driven by the boys, ravenous with hunger, were a long distance ahead of the wagons and supplies.

The boys decided to let their cattle feed while they did some foraging for themselves. A loaded wagon stuck in the mud and abandoned temporarily, was investigated but yielded no food. Only one source of supply remained and in pursuit of the idea, a dipper was confiscated. Now, the lads decided to cultivate the friendship of a cow, and a canny approach was crowned with complete success.

Dipperful after dipperful was drained from the bursting reservoir, each in turn, and the threatened disaster from dire famine was averted.

The close of the day found all forces re-united and all hands, including the livestock, rested and slept in peace. Next morning Archie Taylor faced a new difficulty. "Weel, me lads, whit'll we dae the noo? Yon bossie coo has droppit her calf, and a fine yin it is whateffer."

Young Johnnie, wishing to relieve his father's anxiety, spoke up. "Well Dad, if old Bossie will feed her calf as well as she fed us yesterday noon you needn't worry about the calf getting fed."

But the Mother of the family, as always, found a way out of the difficulty, and the young calf was allotted a place under the front seat of the democrat, driven by Mrs Taylor and which carried her family. By the time the company completed the journey Mrs. Taylor had under her care, not only the calf, but a worn out sheep as well as her own baby, "Wee Willie," in addition to handling the black team of mares, drawing the democrat.

The finished lumber brought from Ontario was put to good use in building the permanent house that was to last this pioneer couple their life time. Wm. Trann from 1-11, was a skilled "framer," and when his work was completed George Affleck, brother of John, the Clearwater carpenter and shoemaker, completed the house; for Archie Taylor was no craftsman.

During the summer of 1880, while the house was in course of erection, Mrs Taylor and the children spent a miserable time in

the shack provided for them. The boards laid on the roof like sheeting but with a small lap, soon curled up and admitted rain, wind, flies and dust. The children all took scarlet fever, and were seriously ill. Ellen, (Mrs. Geo. Mayo), then 6 or 7 years old, was so sick, she was sure she was going to die and willed her doll to her younger playmate, Rachel, (Mrs. Dave Mitchell). Rachel was disgusted with the turn events had taken and out of her own misery cried; "But I don't want your doll!" Ellen, disdainfully denied the opportunity of exercising her benevolence in the disbursement of her property, decided she might as well live and accept whatever life had in store for her.

Dave Watson was a progressive farmer on his farm, later purchased by the John Spearman family of Stittsville, Ontario, who had made their start in the west at Hamilton, N.D., and although the acreage in crop in 1880 was small, he brought in a reaper, by that time common in older districts. With this machine he cut the Taylor crop, as well as many others. There were fifteen acres of good heavy wheat and nearly as much oats and barley. Tom Ward and his father helped to bind it.

Robert Duncan and William Butchart threshed the crop with their horse power mill. Billy McLeach was one of the feeders.

Afterwards a threshing company was formed of ten farmers. These were Donald Shaw, Wm. Robinson, Duncan Wilson, David Watson, Joseph Hare, Black Dan McIntyre, James Martin, James Cochrane, Moore Duncan and A. Taylor.

Archie Taylor's skill in handling horses was a tremendous asset in a strenuous pioneer life. Not only was the lumber for build-ings, and other freight, teamed out from Emerson, but during the five summers prior to the coming of the railroad to Manitou, 1879 to 1883 inclusive, Archie Taylor brought out machinery and other freight for the local merchants. He would take four horses and Johnnie, the eldest son, with one wagon to Emerson, grease up a new wagon at the Westbrook and Fairchild Warehouse, and bring back two huge loads for James Laidlaw, their agent in Clearwater. All this freight, often two tons to a load, had to be brought across the Red River on the Ferry, which carried 4 loads each trip. In the winter the crossing was over the ice. In spring sometimes a kind of pontoon bridge was made with ice cakes for pontoons.

Bill Ingram had a big yoke of Texas bulls (oxen), and as often as it could be arranged he would accompany his friend Archie Taylor on the return trip from Emerson. Taking the precaution of buying a quart at the gateway City, "jist fer fear o' gettin' oor feet wet," the homeward trek would begin. All would go well

until they reached the "big slough." Down would go the wheels into bottomless mud. Here was opportunity for generalship. First the necessary precautions against feet wetting must be attended to.

By the time this important preliminary was disposed of, the animals would be rested. "Noo Bill, jist hitch yon Texas devils on the tongue o' the wagin and let Billy and Ben (the stallions) feel a bit o' solid ground ahead. Are ye ready? Noo, gie thim gowdy." And out would come the unwielding wagon even though the bottom of the slough had to come with it.

In the winter Archie's team held the road against all comers. One of the stallions was a bad actor. The other one quiet but intelligent. Turning a heavy load of poles or grain off a high snow road, in order to let another team past, was often a serious business, and there were many disastrous upsets. Seeing that he was about to meet another load, Archie would lay down on his back, feigning sleep. The stallions would meet their antagonists rearing and threshing, forcing the oncoming team off into the deep snow. The rumpus would waken their driver who would sit up and rub his eyes and apologize, and if necessary help the unfortunate victim back on the road. After wrathfully relating the story of one of these episodes in which he had suffered a bad "spill," Malcolm McKellar once stormed: "and the old rascal was wide awake all the time."

But the practical joker must swallow his own medicine occasionally, and Robert Naismith, who brought his family from Ontario too late, and was compelled to find his land in the Sarles, N.D., district, delighted in telling about the time in "Old Ontario" when "chicken roasts" were common whenever "good friends got together." On this occasion Archie Taylor had advised the boys to snaffle "yin or or twa frae yon auld bodies doon the road" while he made up the fire in their hide out. But the boys changed their course and raided Archie's own hen house. All went well until the plucking process was begun when Archie suddenly jumped up, held the chicken he was plucking to the light and shouted: "Goad Robert? This yin looks like oor wee Betty."

During the winter of 1878 Archie Taylor replenished his larder with bear meat, purchased from John Adams. Jack had killed the animal with an ax. Jim Corbett also killed a bear and used the skin for a robe to sit on when going to the bush.

Jim Robertson, later blacksmith at Crystal City, spent the most of the winter 1879-80 batching it with Johnnie Affleck. He built a charcoal kiln in the ground and made charcoal out of green poplar logs that would make a hot enough fire for most blacksmith

purposes. No coal being available nearer than Emerson.

One day a deer popped its head over the hill just west of Wes. Greenway's homestead, later the Frank Collins farm. Bang went the rifle carried by Jim Robertson, some distance away. A second deer came up to see what made its mate roll over and raised its head. Bang! went the rifle again, and another deer came to the rescue of the two that were fallen, and also raised its head for the third shot. Three fine deer without the hunter ever moving out of his tracks. Fish from Rock Lake were found most excellent and plentiful, providing both food and sport.

Started along the right lines in stock raising the Taylor homestead became quite a likely place where a farmer might buy a cow or a horse, and always in good condition.

Archie would say, "Noo Johnnie, rin along oot tae the barn an' gie Billie an' Ben a wee pickle o' oats." He was well repaid for this care. On one occasion Thos. Caughlin offered him \$600.00 for the two stallions and \$500.00 for a pair of mares.

The old adage "kind to animals, kind to people" proved true in the case of Archibald Taylor, the pioneer from Lanark county.

One day young Johnnie saw a light in the evening in a clump of willows not far from the house, and ran over to investigate. A big Indian rose up from the ground and the lad fled in terror to the house. The father went over and was told in signs that this was an Indian runner carrying a message from the Turtle Mountain tribes to their friends in the Swan Lake Reserve. Mr. Taylor took him into the house, where Mrs. Taylor gave him supper and made a bed for him on the floor. His hosts refused to take any remuneration but the grateful Indian gave the boy the pistol he was carrying.

Archibald Taylor did not live to see old age, being only 52 at his death. He was buried in Clearwater cemetery. Thos. Duncan dug his grave and Rev. Jas. Farquharson held the funeral service.

Mrs. Taylor carried on the best traditions of the farm for many years after her husband's death, and became quite famous as a successful exhibitor at the local Fairs. Sheep skins, mats, sheep, preserved fruits, turkeys and other entries, too numerous to mention. There were three famous rivals, Mrs. George Bale, Mrs. J. Colter and Mrs. Archie Taylor, and Crystal City and Clearwater Fair became celebrated for the excellence of its exhibits because of the interest displayed by the pioneer women of the district.

Pioneer Experiences In Clearwater District

John Affleck and his wife, Ellen Scott, brought their family from Middleville, Lanark County, Ontario, in June 1880, settling on the homestead two miles north of Clearwater village.

Mr. and Mrs. Affleck became an important part of the Clearwater community, Mr. Affleck serving on Louise Council as an honored member for a number of years.

The passing years carried away this fine couple, who like many others left as their legacy the priceless heritage of a good name, which had so often been found better than great riches.

Their son, J. E. Affleck, continues the story of the years.

"Our house was made of logs with a sod roof. There were not any stairs and we had to get up into the loft by placing one box on top of the other. Other families came with us and we all lived together until their houses were ready.

We drove in from Emerson and crossed the river at the old Pembina Crossing, where the horses had to swim, and a long rope was attached to the rigs to pull them across.

There were not many families in the district and the first woman I remember was Mrs. Wilson, who lived where A. A. Hunter now lives. She gave mother a hen and a brood of small chickens. Mother wanted to pay, but Mrs. Wilson said to give a hen and chickens to some other new-settlers.

There were many Indians around Rock Lake and about all they would do was hunt and fish. The fish at that time were mostly pike and I have known them to weigh up to twenty-four pounds. I saw them piled up on racks-like cordwood. Farmers from as far as east of Manitou would come to the lake and take home a sleigh box full. Wild geese used to be plentiful. When they would light on the fields it was my job to chase them off, as the grain was sown by hand and the birds were eating the seed.

There was a lot of game. The wolves would make so much noise at night, we could not sleep. They became very bold and would often follow a rig to the house, but would go away when they saw the big light. The men would always carry a gun if they were out after dark. Skunks, snakes and lizzards were liable to be stepped on. Lizzards would get into cellars and milk houses, and I used to be afraid of them. Skunks also would get into the cellars and I knew of one getting into our house. It was in the fall

and I expect he was looking for a warm place to spend the winter.

I can recall seeing Father cutting grain with a scythe and threshing with a flail. Later we had a reaper which cut the grain but did not bind it. Then a binder was got which used wire to tie the sheaves. Later a cord binder was purchased. It was called The Toronto, and from that start the Massey-Harris Company was formed.

A tread mill was used to thresh the grain. The horse power came next and later the steam outfit. It was the boys' job to cut the bands on the sheaves, or buck away the straw that was not needed for feed.

The branch Commission Trail passed over the Laidlaw farm through the little prairie and on to Rock Lake. I watched with interest the long trains of carts drawn by a horse or an ox. There was not any iron on the carts and they made a squeak as they went along the trail.

Clearwater, built in the valley of Long River, was composed of a few houses, an hotel, a blacksmith shop and Robert Rogers' store. ~~The school to which I went, was built on the east side of the creek at the foot of the hill, where the road led to Crystal City.~~ The teacher was Mr. Hobkirk and he certainly knew how to use the willow switch.

One day while we were at our lesson, one boy started to bark like a dog. The teacher noticed he acted strangely and put him out. The poor fellow flew at the window sills and chewed them with his teeth. Some of the older boys were let out of the windows on the west side of the school and ran for help. Some men came to take the lad away, and when they came near him, he tried to bite them. We were told he had been bitten by a mad dog.

Father had bought a pony from the Indians and we called her Fanny. Bruce and Less Cranston and myself rode her to school. We would help each other on her back, but the last one to get on was out of luck, for he had to walk to some fence post before he could get up. We would hold on to each other and when Fanny started to trot we would likely all fall off.

Our teacher was giving us a lesson on addressing an envelope, and he had an envelope addressed to Mr. Robert Rogers, Clearwater, Man. He asked what that meant. Bruce Cranston said he knew now who was the Clearwater man.

He was not far out for Mr. Rogers had the store, post office, bought grain, in the machine business, and would take anything a farmer had on a deal. In the fall of 1884 the farmers' teams were busy drawing the material from Manitou to build the railroad

bridge. Our teacher would let us pupils go to where they were building the bridge. It was with interest we were watching those big bents raised to their places with the use of horses and ropes.

The contractor used mules to draw the scrapers to build the grade, and those animals seemed to know when it was time to stop, for one would give a bray and then all would be at it, and the driver would have to unhitch them for they wouldn't do any more work.

The town was moved up to the present site. Mr. Robert Rogers' store, where Mrs. Sanson has her hotel now, and part of Mrs. N. Argue's house, are the only buildings left of the first town. In 1886 the Oaks School was built and I attended. Our first teacher was Mr. Gilbert, father of Nick and George. Among the first pupils were Ada, Lillian and Maud Adams, Mary, Emily and Ted Gilbert, brother George and myself. Some of the first teachers were Miss Rice, James and George Butchart, Miss Gunn, and W.N. Hartney. Some of the pupils became doctors, dentists, lawyers, professors and teachers. There was an enrolment as high as 24 in Oaks School. The Oaks School became the center of the district, being used as a place of meeting for the church, Sunday school and literary society. Some who took an active interest in the literary society were A.B. and James Stoddard, Walter Laidlaw, A. Watson and A.K. Vaughan. My father was superintendent of the Sunday School and three denominations held church in his home. Our house was used as a regular place of worship, Mr. Farquharson, of Pilot Mound, the minister.

On a certain Sunday afternoon in our house the people had gathered for service and the largest room was filled with planks for seats. There was a rag carpet used as a partition. When the minister was delivering his address one of the men leaned back against the carpet, and away he went. All that could be seen of him was his feet. We had to laugh, but he gathered himself up and the service was continued.

Before we left Ontario, Father sold a horse to a neighbor. When the settlers reached Emerson the horses were put in the barn. A horse was heard to neigh and one of our horses answered. After some time, while the neighing was still going on, Father went to the far end of the barn to find out what all the fuss was about, and to his surprise, here was the horse he had sold in Ontario. The horse was bought back and taken to his mate. The affection those horses had for each other was very noticeable. The team was later sold to Frank Bell, who never parted with them. Their names were Bob and Jack, and they were almost white.

Canadian Lands Must Be Occupied

Unemployment Solution

Sixty years of experience has shown that unless Canada can be turned in to a manufacturing country the correct solution for Canada's unemployment problem is a return to the land of all surplus population in cities and towns.

This does not necessarily mean greater surplus of grain for export. It does mean, however, that every family now living on charity will grow their own living as did the people sixty years ago.

Sixty years ago less than one fifth of the Canadian people lived in cities and towns. Today more people live in cities and towns than on the land.

Sixty years ago people of all trades and professions went on the land because there was no work for them in their chosen profession. These people did well on the land.

The people of today who are looking for their work where there is none, should do the same as was done before.

Here is a situation that can be dealt with by the people themselves. The people of today are as capable in every way as were the people sixty years ago. The need exists of applying this capacity for work and doing things, to the situation at hand.

Had this policy of self sustenance been followed all these years, the province of Manitoba might have invested the twenty odd millions of dollars that has been borrowed for relief, in modern homes for the Canadian people; or in projects such as planting shelter belts around towns and across farms that would benefit all the people.

Holding the Snow - All Moisture Badly Needed

The snowfall at the Morden Experimental Station during the five months of winter totalled $44\frac{1}{2}$ inches. The winter was comparatively calm and most prairie fields were snow blanketed through the coldest portion of the season. This was fortunate in an important degree as soil moisture was meagre at freeze-up time. The snow melting in March was largely absorbed by the soil which it had been covering. There was practically no run-off of snow water and no hurried flow of brimming waters in the creeks. If the average run-off of snow water be in the ratio of six to one absorbed, this spring the proportions were reversed and at least six parts were absorbed locally, in April, 1939.

Water Is Life. Lack Of Water Means Starvation And Death

Editorial in The Courier Aug. 10th, 1939.

Activity in securing a dam at the east end of Rock Lake has raised a question which must be answered to the satisfaction of the P.F.R.A. engineers — "What benefit to Agriculture will follow the raising of the level of water in Rock Lake?" The answer to this question is found in a study and comparison of conditions as they were when the water stood high in lakes and sloughs all over Southern Manitoba.

PLANT ROOTS SEEK WATER

Students in Universities learn from complete root systems of plants, dug out of the ground, that grains, grasses, trees and shrubs actually draw water from depths of 2, 3, 5, 8, 12 and even down to a 15 foot level below the surface of the field in which they grow.

During the period of early settlement in Southern Manitoba the country was dotted with large sloughs holding thousands of acre feet of water. Ponds or small lakes were everywhere; many having water deep enough for boating and swimming.

For example, the west end of the G.E.V. Smith farm was so deep in water that the Council dug a drain to lower the level of the water, in order that the road allowance now known as No. 17 Highway could be used. Farmers on the west side of the road demanded damages for adding more water to their low lands when the natural outlet led the water their way. Today that slough is grain and pasture land with no water at any time. Every farm had natural hay meadows, with plenty of wild hay in 1879.

Under such conditions wells were hand dug and plenty of water was obtained from 10 to 30 feet during early years.

Under such conditions grains and grasses drew supplies of water directly from the underground water level. Growth was rank. Ripening was slow. Harvesting began the first week in September. Yield and quality was excellent when frost did not intervene. Hot winds were unknown 40 years ago.

Cultivation and road building dried up the country. Snow water and heavy rainfalls rushed down the furrows and ditches and drains instead of remaining in sloughs and ponds. The underground water level gradually lowered below the reach of plants



and trees. Wells are now seldom dug by hand, but are bored or drilled to depths of 50, 70, 90, even up to 150 feet, and supplies of water for stock are seriously threatened. Many trees died during the recent dry summers for lack of underground supply of water.

The worst and most damaging effect of the loss of surface water is found in the terrific heat waves and hot winds that pass over this central area at the time that growing crops are maturing their seed. These winds increase their capacity for destroying crops as they pass over the raging black summerfallow furnaces in mid-July, becoming hotter and hotter the farther they travel. With all moisture dried out of the air no dew, or local showers come to our rescue, with the result that yields of grain are cut in half and the grade is lowered to such a degree that a once promising crop may not pay expenses when harvested.

WATER CONSERVATION PROPOSED

Years of soil drifting, hot winds and dried out crops have followed the loss of surface water. In the midst of destruction and loss The Courier, in 1934, advocated the following

PROSPERITY PLAN FOR THE PRAIRIES

1. Hold all rain and snow water, as far as possible, on the land where it falls.
2. Plant trees and hedges as windbreaks; for shelter and to hold moisture.
3. Sow more fodder crops and seed more land to permanent pasture.
4. Develop a park, with an artificial lake, in or near every town, village, hamlet or community centre in the country.
5. Secure the co-operation of all governments in giving work to unemployed men in promoting these projects.
6. Procure an immediate adjustment of debts that will re-establish confidence and credit, which will restore the business equilibrium of the country.
7. Promote a national policy of peace and good-will, freedom of trade and brotherhood among nations which will ensure wider markets for our goods and produce.

Since that date (1934) the P.F.R.A. has been organized by the government and thousands of dug-outs made. Tree planting is proceeding on a large scale. The problem of raising the water level in the soil is being attacked in a practical way for dams are being constructed on thousands of farms to hold snow and rain water.

Some larger projects have had assistance from the P.F.R.

A. also, such as dams in the Souris River, on Crystal Creek, and Long River.

If the larger lakes in the Pembina River, of which Rock Lake is the most important, feed under ground currents of water that supply the farms of Southern Manitoba, no time should be lost in raising the water level in these lakes by means of dams.

At the public meeting held at Joe Avery's Park on Aug. 3rd, 1939, Mr. Russell of the P.F.R.A. staff of engineers stated in answer to a question, that raising the level of water in Rock Lake and in other lakes would help to raise the under-ground level of water in the districts surrounding. This being the case artificial ponds should be created on every farm and wherever water can be held in Southern Manitoba.

Thousands of tons of fish have been taken from Rock Lake for food by the settlers during 60 years of Settlement of the district. A greater depth of water would ensure a larger supply of fish.

Every boy and girl in the country should be taught to swim and to handle a boat. Rock Lake is valuable as an educational centre where such things together with first aid and camp life can be taught, and where Summer Schools can be held for the benefit of boys and girls on our prairie farms.

Tales Of The Pioneers

BY JIM MUTCH.

The early settlers of Manitoba were, with few exceptions, of the right type. They had faith in the country, and when things went wrong they were not discouraged, they did not complain; and this spirit is still manifest in the West, something inherited from the early settlers. One man I knew so well was of this type, I never heard him complain when reverses overtook us, he was always hopeful and did not murmur, he would just get his pipe out, fill it with T. & B. and smile, tell us what to do, which we never thought of shirking, for he was our father, George Mutch. He had a wonderful helpmate in our mother. When things were looking somewhat dark and clouds had chased the sun away, she always had a word to say that pointed to a brighter day.

We left Teeswater, Ontario, in March, 1881, taking with us a



carload of settlers effects billed for Emerson, Manitoba, then the nearest point to W $\frac{1}{2}$ of section 10-2-11, near Crystal City, our future home. We unloaded the car at Emerson, taking the things we needed most with us, the balance we stored. We started west, brother Alex driving the horses. I had charge of the three cows we brought with us, we followed as close as possible, and in due time we got to the end of our journey and home. We had a team of horses but needed another team, so father bought a pair of oxen from Norman Whitten of Pilot Mound. They were brindled in color and named Tom and Jerry. They were handed over to me, my job then being to get the rest of the car load at Emerson to section 10-2-11, the round trip being about 180 miles, we made five trips that summer. If all went well we would make it in about nine or ten days. One of the trips I made in June, arriving in Emerson I met Billy Allen, our neighbor. He was out for a load of goods for a Crystal City merchant, Bob Rollins. We gave our teams two days rest and started for home one of the mornings in June that we only have in Manitoba.

We had no mishaps until after we passed Mountain City. We left Mountain City with high hopes that we would miss bad roads. At that time little or no grading had been done, bad spots such as creeks, had not been bridged over. Many trippers had come to grief in the Little Pembina and we were no exception. Well, we had to face it. I got on the wagon with something in my hand with which I might encourage Jerry to do his best. Tom I could count on, but Jerry very often was not inclined to make extra effort even to get us out of the mud, but as the wagon was not too heavily loaded my brindled chums saw me through. By this time it was getting on in the afternoon, so we put the oxen in front of the Allen load and faced the slough. We did not make it, Billy's horses and my oxen were a poor combination. All we accomplished was a loaded wagon in the middle of the slough. A farmer living nearby offered help which we were glad to accept. He hitched his horses to the back axle of the wagon. I was in the mud and water holding the tongue of the wagon, my job was to steer the vehicle out of the mud. What happened was the horses moved too quickly for me, I lost control, the wagon was on its side, a barrel of vinegar and one of sugar, part of the load, was in the water. Worst of all they were large barrels. We stopped there that night and next day we got all adjusted and arrived at the next stopping place a few miles farther on. You may be sure we were glad to get out of the mud for we had spent two days travelling ten or twelve miles. We made our teams comfortable for the night.

Our landlord asked us to come in the house where we had a good meal, something you could always bank on, not so the beds. So many people moving those days, made it impossible for a woman to keep her house as she would have liked. When bed time arrived our landlord made his bed on the kitchen floor, I followed suit. Through the night Billy woke me up to ask how I slept, I answered "fine". He said: "I can't sleep a wink! I can't sleep a wink!" Our landlord and I had escaped the company that kept my good friend Billy awake. We made home a couple of days later, when our sojourn became a memory.

Our landlord was the type that make good pioneers, taking things as they were and adapting themselves to almost any situation. A story is told about this landlord of mine. His name I will not divulge but will call him R. He had been to town and was late in starting for home. He came to one of those bad spots on the trail. The oxen got stuck, could not move the wagon farther. Mr. R., possibly trusting help would come, took it easy and fell asleep. Some one did come, but all they did was to unhook the oxen, and left Mr. R. asleep in the wagon. In the morning R. woke up, stood up and looking around said: "If this is R. he has lost a team, if it is not R. he has found a wagon."

After moving to Manitoba the Mutch family lived in a sod house for a year. It was large enough for us all, and very often a weary traveller as well. As Emerson, 90 miles away, was the nearest point where we could buy lumber, we bought logs from Mr. Barbour, who had a bush farm four or five miles north of Pilot Mound. There was a saw mill at Pilot Mound then where we had the logs sawed into lumber. We then built a frame house and it was a happy day when we moved into our new home.

The timber purchased from Mr. Barbour was in the trees, which we had to fell, trim and cut into proper lengths and haul to the saw mill. The first load we went after we had Tom and Jerry, the brindled oxen, and a sleigh. Father and I were both new in felling trees. The first tree we laid low swung sideways, pushing the axe, which I held in my hand, against my foot giving me a bad cut.

There was nothing else for it then, but to put me on the sleigh and get to Mr. Barbour's house as quickly as possible. Mr. Barbour looked at my foot, than said to Mary, "go to Mr. Fiddlers and borrow a buckskin needle and some linen thread, this cut must have six or seven stitches to pull it together." You may be

sure I was happy when he finished. That was a case similar to many in the early pioneer days, when a person would have to deal with a situation distasteful to them, and see it through.

When we settled in Manitoba in 1881 my father, Geo. Mutch, bought a pair of oxen named Tom and Jerry, brindled in color and not at all alike in disposition. Tom was faster than Jerry, and more willing. If you got into a mud hole with a load Tom would try to move it every time he was told, Jerry would only do so by quite severe persuasion.

It fell to me to bring the balance of our settlers effects from Emerson to the west half of section 10-2-11. That meant five trips to Emerson, and it also meant that we travelled about 900 miles that summer. Was able to make about 30 miles in a day by starting early in the morning when it was cool, and travel 6 or 7 miles before breakfast.

There was no lack of moisture in those days, water in all the hollows, wild ducks and other water fowl wherever there was water, of varieties that are not seen any more in Manitoba. The prairie decked in green with flowers of so many varieties it simply made you wonder how it could all be. While these long trips with Tom and Jerry had their troubles, they also had their pleasures, for oxen's gait gave one plenty of time to see and study birds and flowers that were then so plentiful.

After Father parted with Tom and Jerry to a man who was homesteading farther west, and in need of a yoke of oxen to help make a home for himself on the prairie, he missed the oxen so much that he bought three steers, broke them in, named them Ben, Ned and Tom, made bridles to suit them and guided them with lines like horses. When cutting wheat that season the nights were getting cool, and we were anxious to get as much in the stook as possible before Sunday. As the horses needed a rest we put the three oxen on the binder, but the oxen, frightened at the noise of the machine, ran away and only stopped when colliding with stooks was too much for them.

Father only smiled and said his oxen were not trained to pull a binder.

I might add that the wheat then was the Red Fyfe variety. Have seen a great deal of wheat since those days, but have yet to see a wheat that could compare with Red Fyfe, with its perfect amber color, that put the Western Provinces on the map as producers of the finest wheat in the world.

[ED. NOTE—Mr. Mutch made such good use of his powers of observation during those long ox-trips, of which he writes, that in

later years he became a famous exhibitor of flowers at the local summer Fairs. He also won an important prize for best flower garden and grounds in his section of Greater Winnipeg, while residing in that city before moving to Toronto.]

We decided to buy another horse so Father and I started out to buy one. We heard that Jim Drew had one for sale. The Drews lived at Star Mound, and we stopped at Shilson's to inquire from Mr. Shilson Sr. as to the road to Drew's. He was careful to direct us right: "Go straight east, Sir, then turn at the first crossing north, Sir, I am sure you cannot miss it, Sir." His speech, characteristic of the Shire he lived in, in England, had not changed in Canada, and it was a pleasure to listen to him.

We found the way and bought "Fred". He went back home once to his old home, he would have scorned to do that later, for Fred was a horse that did as little as possible the rest of his life.

Some years later, the day before Christmas, I put Fred in a cutter and drove to Pilot Mound with orders for many things for Christmas. When ready to start for home it was already dark and one of the old time blizzards was on. Had Fred out hitching him to the cutter when Billy Hamilton, who owned the stable, came out and said: "No one is leaving town tonight, don't you see the storm that is raging?" "I see the storm all right, but that must not stop me from getting home with these things for Christmas morning." Well, Fred and I started out and hurried along as fast as we could while we had fences to guide us, which we could just barely see. Then we came to the bare open prairie without a land mark of any kind, nothing to be seen but snow which was being driven by a high wind into particles so fine that one could see nothing only at a very short distance. The road was not built up then, making it hard to follow, so I loosened the lines and to Fred I said: "It is up to you, old boy". He did not betray my confidence in him, he plodded along, keeping the trail. How he did it I could not know, for there seemed no difference between the trail and any other part of the prairie. Well, Fred kept on, I had faith in him could that have helped, anyway after a time which, you may be sure, seemed a long time, a light appeared, a glimmer through the storm. It seemed cruel to Fred after what he had done, but only two things I had in mind then, one was keeping that light in view, the other was putting Fred through his paces as fast, or faster, than ever before. When we reached the light it was the Mutch homestead.

Fred was patted and praised that night, and after being well rubbed down we left him munching No. 1 Manitoba white oats.

On the Mutch homestead we built a log granary, the logs of same were not fastened one to the other, so when the wind came that lifted the upper half of the building in the air, and placed it a short distance away, there was no great harm done, with the exception of the fright Tommy Latimer got, who was in the building at the time. When we hurried over, after the gale had spent itself, we found Tommy taking all the protection he could from the fanning mill which he was loath to leave, fearing another blow.

Tommy lived long after his escapade in Mutch's granary to tell of his close call. The telling of same did not lessen the gravity of his adventure.

George Mutch was one of the first settlers in the Eton district. He was a staunch Presbyterian and his family will always remember how strictly we had to keep the Sabbath in Scotland. Our Sunday afternoons were spent in memorizing the Shorter Catechism and certain Psalms which we had to repeat to him that evening.

He did not change in Canada, but always saw that we all attended church service which was held in some one's home at that time, and was conducted by Dr. James Farquharson, then stationed at Pilot Mound. Geo. Mutch was one of his first elders.

Dr. Farquharson was very faithful, and it was a cold day indeed, when he and old Tom did not turn up. Tom was not an old horse then, but old in his ways. His gait was well known, as it was a jog which did not change as his master did not carry a whip but merely shook the lines.

Dr. Farquharson was an able preacher and always included in his service of praise a paraphrase, the announcing of same leaving no doubt in your mind that Scotland was his native land, the southern part of same called England.

The Eton district Presbyterian Sunday service in the years 1884-86 was served by students who preached at La Riviere, Star Mound and Eton, those were the years after being supplied from Pilot Mound and before being served from Crystal City. These students made their head quarters at the Mutch home when at Eton. They were fine fellows, we enjoyed their company and always had a good story to tell. At that time we were using the school house

for service, the preacher used the teacher's desk for a pulpit on which stood an alarm clock, the clock had been wound by some one. The preacher's text was "Consider the Lilies how they Grow". He had picked a bouquet of flowers on the way, which was not hard to do in those days as the prairies had a great variety, before the plough turned them under. Just as he was repeating the text and had got as far as "consider the lilies," holding up the flowers in the meantime, the clock started to strike. Needless to say he did not finish repeating the text; the clock had the floor, and kept it seemingly a long time.

We had to forgive the boys in the back seats when their behavior plainly showed that they surely saw the funny side of the situation.

Some of My Experiences In The Early Days

BY ROBERT DUNCAN.

On May 5th, 1878, I left Ontario for the "Red River," as the west was then called, taking train from Almonte via St. Paul-Minneapolis to Fisher's Landing on the Red River. Went down the Red River on the old type steam boat with paddle wheels on either side. Had our meals down in the engine room, and I can still hear the old engine pounding its course down the river. It took three days to make the trip to Emerson.

The three of us in the party spent a little time at Emerson looking for land but could not find anything suitable, so we started down the river for Winnipeg and I was able to secure a job with a contractor, moving buildings. Also had a job unloading steamers at 20 cents per hour and 25 cents at night. The captain on one particular steamer was a very hard man to work for, as he had a very offensive vocabulary.

I next hired with a brother of Senator Sutherland for a month. He sent me out with a little grey team to break the prairie with a plow, a wooden moldboard. I undertook to set the plow to turn the sod on edge, the same as we did in Ontario, but the boss came out and said: "That will never do. My father said you only have to blacken the ground to get a crop in this country." Meaning that the sod should be turned over flat; this man was very Scotch.

The Paisley men had four townships selected for a colony, so

I took a homestead in 12-3-12 on which my son is now farming. In July I started back to Ontario by the lakes, a much nicer trip. Got back in time to finish harvest, and I remember cutting a ten acre field of oats that only had one load of sheaves, a very poor crop that year.

After harvest Father said: "You had better go to Pembroke and see if you can get a job." I was successful in getting work on the railroad, drawing stones from Pembroke, which is the main line now. This was very hard work on both men and horses. Then one day a man came as I was busy loading these stones and said: "Do you know where I can get a man and team to go threshing?" and I said, "yes, I will go." So I hired with him for a dollar a day for forty days.

When I was working with this man threshing, his clothes, which were homespun, got caught in the tumbling rod and it was winding him up. I looked up and saw him, I happened to be feeding the machine at the time. I threw a sheaf in the cylinder cross wise and ran and picked up the rod, and with the tension of him being wound so tight the cylinder turned back in the opposite direction. He could not work for a week, or so, and I had the responsibility of the machine, so maybe that is where I got the craze for threshing.

Also I might say the eats were not just of the best. We lived on rye scones and bear pork for a week at one place. I guess that is the secret of my good health today.

When I was through I sold horses, wagon and everything and came home. I then took another team and went to the bush. That made the tenth winter I put in the "shanty," as it was then called. The next spring, 1879, Father gave me a team and a wagon and a few necessities to start with. I drove from Emerson to the present homestead, 100 miles, and landed there on May 29th.

In the winter of '80 Pete Butchart and I bought a horse-power threshing outfit. We threshed from the head of Rock Lake down to Fallison. Threshed the biggest part of the winter. Sometimes there would not be enough horses and we would have to use oxen on the horsepower, but they would get dizzy and hold up the works for a while.

One place we threshed it was so cold that the fellows on the opposite side of the table from the fire would have to put their cups of tea on the stove to keep it from freezing. The dog was lying under the stove shivering and the boss gave him a kick and aid: "Come out of there ye miserable brute, lying under there hiverin'!"

I threshed for twelve years with the horsepower and in 1894 bought my first steam outfit. In 1895 I threshed 100,000 bushels in 53 days. Wm. Fowler, of Pilot Mound, was bagger man, and Jas. Stuart, also of Pilot Mound, was on the feedboard cutting bands. When night came we would pull out a buck of straw and set fire to it for light, also in the morning for an hour or so, thereby putting in good long days.

In 1900 bought a Gaar-Scott outfit with self-feeder, wind stacker and grain weigher; quite an improvement on the old hand-feeder, straw carriers and sight weigher. Wm. Butchart, my brother-in-law, was going to run the engine, but took sick, and I had to get an engineer from the States. He was a good man and I made a deal with him to come back the next year. He arrived the next year and only worked two weeks when he had an accident resulting in a broken leg. The separator was down hill, and he was pulling with the engine. I was standing there and saw what was going to happen, so I said: "Wait until I get a cable." But he says: "Reckon I can fetch him." So he took another try at it, the draw bar broke, upset the footboard and he went down, reversing the engine as he went, for the throttle was wide open and as soon as he lost his balance he brought his whole weight on the reverse lever and pulled it back. The engine was coming back on top of him and he shouted: "For God's sake, don't let it on top of me!" I jumped up on the edge of the footboard and shut off the steam, at the risk of my own life. When we got him out his leg was broken. After he was getting better he wanted to sue me for neglect, but did not get anything out of it. I threshed for forty falls and that is about the only accident I ever had.

There was always a little fun mixed with threshing. One day a cow fell in a well where we were threshing, and the problem of getting her out took a little time off threshing. We put a wagon gear over the top of the well with a few poles on for a chain to run over, fastening the chain to the cow's neck. We hitched two teams of horses on and the fun began. As soon as the cow's head came over the top of the well, the rest of the horses that were standing around, became frightened and started to run away. The men that were driving the horses getting the cow out, left their teams to help catch the runaways, and the two teams started to run away with the cow. There was great excitement for awhile, but everything turned out all right. The teams were caught and the cow was rescued safely.

Horse thieves were quite common in the early years. I remember on coming home one night seeing a little camp fire in the

bush west of our place. A neighbor had mentioned that some fellows had broke jail some place in the States and we thought probably this camp fire might mean something. So we drove to Crystal City and reported. The "Mountie", and a Sheriff who happened to be there, came out and we showed them the place where we saw the fire. They decided to wait until morning, as they were afraid they might lose the prisoners in the bush, so they stayed at our place that night and were up early next morning and were able to secure their men. One of the prisoners was a cabinet maker by trade and had made a wooden key for use in their business. When the sheriff was searching him he slipped the key in his mouth and tried to chew it up, but was made to spit it out at the point of a revolver.

Bears were common in those days. A neighbor hired a man to pick roots, and while they were out one day, a bear came into their shack and cleaned out their butter bowl. I guess he thought it was pretty good, because he came back that night and they had to hold him off all night with rifles.

One day while we were haying, we saw a man on horseback chasing a bear. He was headed right for our buildings so I singled out a four year old colt that had never been ridden before, and I got on his back. Then the fun started. The colt started to run away with me and I headed him right at the bear. He ran into the bear and knocked him down two or three times, until finally the bear was played out and laid down in a field of oats completely out of breath. There was a fellow out around the sloughs shooting ducks, so we got him to shoot the bear and we all had a piece of bear pork.

It was customary to get a permit from the government to obtain logs for building purposes. One of our neighbors thought he would try getting the logs without a permit, so he got the logs and it so happened that the timber inspector came along and noticed the logs did not have the government stamp on, so he demanded a settlement, but this man had made up his mind he was not going to settle for any logs. In a short time he got notice from Winnipeg to appear in court. He replied he did not have funds to go so they forwarded him the money, but when they got him in he was too clever for them and he got his logs free. Before he came away they said: "Don't mention this to anyone." He said: "I'm the wrong man for that, I will tell everyone I see!"

Pioneers Of Purves (Willowdale)

BY E. W. GOSNELL, WINNIPEG, MAN.

In December, 1879, my father, W.J. Gosnell, came west from Ontario, and made entry on W $\frac{1}{2}$ 16-2-10, and in the fall of 1880 we moved west, landing in Emerson on October 8th. A few days later my brother Joe and my brother-in-law, A McCallum, arrived with our car of effects, my oldest brother George, stayed behind for a few weeks to get married. The Elson family came out on the same train. There were two towns at that time, one on each side of the river, Emerson and West Lynn, and as this was the gateway to the west it was a very busy place.

We lived in West Lynn for the winter and on April 27th, we started for the homestead. There had been a heavy fall of snow that winter, and it melted so quickly and the ground was so flat that there was water on the land out to the Eight Mile village. When this water got to the river there was a great flood. The old winter trail, being packed hard, stood there like a railway grade. The Mennonites lived in villages in the early days, which was a great blessing for the settlers, as they could get accommodation with them for a nominal charge. As the frost had not got out of the ground we made good time, and arrived safely at the home of Mr. G. McKay, where Mr. Wilbert Thomson now lives. We stayed there for a time before moving to our own home a mile west.

The people making up this settlement, most of whom were there when we came, or arrived in the next two years, were as follows, those who were married:—Allen, Alex, Archie McAuley; R Phair, J.N. Evans, J. Melvin, W.J. and G.E. Gosnell; A. McCallum, Wm. Craik, T. Blakely, O. Finlay, J. Dixon, J. McDonald, R. Millar, Mr. Bain, R. and C. Sandercock; Bachelors;—Geo. and W. McKay; P. Stemler, Geo. Brewster, J. Ewen, J. C. Hogarth, H. Allard, Joe Darragh, J. and S. Phair, J.E. Gosnell, J.C. Snetsinger, Mr. McTavish and H. Millar.

Mr. J.G. McKay and Mr. Geo. George owned a part of section 15, but never lived on it after we arrived. Purves is built on the west half of this section. After our arrival, Father rented some land that was under cultivation and started to plow it on May 4th, and put it in wheat. It was cut in August and turned out thirty bushels to the acre of No. 1.

This was a remarkable growth, when we consider the wheat.

we had then took two weeks longer to mature than the wheat we have now. We had a wonderful growing season, warm days and a rain nearly every night in June. I remember the rain well. We had moved to our own house, and there were no shingles on the roof, only tar paper, and the wind had torn it to pieces, and of course the wind came through. One night we had just gone to bed and it started to rain and came through. My brother Lar jumped out of bed and shouted: "There will be no more sleep tonight!"

We cut this first crop with a reaper we had brought from Ontario. Had great trouble binding it, as the straw was so brittle. The season of '82 was much the same as '81; heavy snow, late spring and a good crop. We had one variation. It froze up solid on May 24, and the country was a sheet of ice for a few days. The season of '83 was a very favorable one, and every prospect of a good crop, but it set in wet at harvest time and the grain would not ripen until we had a very heavy frost on the night of Sept. 9. It froze the wheat as black as your boot, and the women folk had a terrible time trying to make bread with it. For a time we could not sell this wheat at any price and we never got much for it.

Mr. John A. McDonald threshed our first crops with a horse power outfit. One day Father was finding fault because he was not threshing clean. He said he would thresh the devil out of it. Father said he need not do that, just thresh the wheat out.

Our closest railway was at Emerson, 100 miles away. Can one imagine what this meant with no roads and the sloughs full of water? We could get groceries from W. D. Ruttan, who ran a store and post office at Ruttanville, five miles east of us. Mrs. Ruttan lives in Winnipeg. In 1883 the railway was built to Manitou, 20 miles away. In 1885 it was built through to Deloraine. Some 14 years later the Snowflake branch was built and the village of Purves was started. It was named after Mr. Purves Thompson who owned the land on which it was built. The closest school was Londesboro, 4 miles away. In the summer of '82 and '83 my brothers Tom, Lar and myself attended this school.

March 1884 the Willowdale school was built on the south-east corner of 16, Mr. McKay's farm. The first trustees were Geo. McKay, Wm. Craik, and J. C. Snetsinger. McKay was Secretary-Treasurer. There was no teacher to be got so Mr. Geo. Downie taught on a permit the first season. The first scholars were from the families of Craik, Melvin, Ewans, Blakely, Neal, McAuley and our own. Mr. D. A. Stewart, of Pilot Mound, was the inspector. Some years after the advent of the railway, a new school house

was built in the village and the old building was moved and used for an Orange Hall.

The first regular preaching services were held in the first school house shortly after it was built, by Rev. Anderson, of Snowflake. The nearest doctor was at Nelsonville, 35 miles away. In 1882 Dr. McCracken arrived at Pilot Mound, and some time later Dr. Riddell located in Crystal City. Dr. Black, dentist, located at Pembina Crossing in '81 or '82. Dr. Young, veterinary, located there in 1883.

The first marriage was in December, '81, when my sister Anne was married to J.C. Snetsinger. In May, 1883, my sister Eleanor married G.M. McKay, and some time later Mr. Hogarth was married to a Miss Walker from Ontario. The first funeral was that of Mrs. John McDonald. The first child was born to Mrs. Craik a few weeks after our arrival. As there was no doctor my mother was called in, as she was on many such occasions.

There are very few of the old pioneers still living and only two live in the district, Mr. Hogarth and Mr. McDonald. P. Stemler and J. Phair live in Pilot Mound; G.M. McKay and Mrs. A. McCallum at Maliton, Wash., U.S.

When one looks at an old picture some of the poorer colors have faded and the better ones stand out in greater clearness. So when one looks back at the old pioneers, their faults have faded and one sees their many virtues. Their hospitality, their honesty, their selfsacrificing spirit, their cheerfulness, their faith in their country and their courage in facing their great difficulties.

I fully agree with what a pioneer wrote of those days: "The pioneer days were jewel days that flash in the memory with joy."

The Alexander McLaren Family

BY ELSIE McLAREN (MRS. JAS. MCGREGOR).

Sandy McLaren, as he was known in the early days of Manitoba, came to Manitoba in the year 1878 and homesteaded section 21 and the south half of 28-2-12. On going to Nelsonville to enter, for it he found it had been all taken off the map and the papers were in the mail for the head office in Winnipeg by stage. So he went and bought a pony and got astride, bound to beat the mail to Winnipeg, and he did it too. Having his land secured he sold the



pony and bought the finest buffalo robe I have ever seen and took it back to Ontario with him.

In the spring of 1879 he loaded up a car with effects, and some horses and cows, and started for the west again, accompanied by Peter, Jack, Elsie and Sarah. He rented a farm 9 miles west of Emerson and put in a crop. Then Sarah and the men folk struck out for the homesteads, which he called Clearwater, after the clearness of the spring creek which flows through the property, and it sure flowed in those days.

I remember a man by the name of Bill Crareen was bringing the mail for the settlement, and on trying to cross the creek on a raft he, of course, had the usual luck to upset with a sack of mail on his back, and he swore afterwards that he sat down on the creek bottom and took off his shoes so he could swim out. But of course, he was a noted character for at least one thing. Another exciting episode from those days was when James Cavers and his would-be son-in-law tried to drive a pair of oxen on a wagon across. When they got to about the centre, the box floated off down-stream with Jimmy aboard, and the prayers he offered were not of the kind that gave Mr. Biglow much credit for heroism.

There was another strange happening to an English family who settled on what is known now as the Coulthard place. One day when the men were going out to the field to plant potatoes with one ox, they loaded a sack of potatoes onto the ox, tying it with a rope on to the ox, but it soon shifted and the sack was underneath, the ox kicked and scattered the potatoes all over the prairie, while the hired man came along behind with the handles of the plough over his shoulders, pushing the plough to the field. Another day the man undertook to drive the lady of the house to the village. She was quite a short stout woman with lots of dignity. He got the oxen on the wagon and got her aboard when the oxen suddenly realized they badly wanted a drink. Off they went to the creek on the gallop and jumped over the bank which was about four feet and stopped short, piling the occupants on top of the oxen in the creek which was very exasperating to say the least for the lady, who I think was a little stouter after the experience.

My first introduction to the North West was in March of 1879. We arrived at St. Vincent, just across the international boundary from Emerson; and as that was the destination our tickets called for, we had to stay in the coaches over night and walk two miles to Emerson next morning carrying our personal belongings.

The wind was blowing a hurricane strong enough to blow us

off the track. Arrived at Emerson we found it impossible to secure lodgings except at the Immigration sheds; and to secure accommodation Sarah, my sister, and I hired out for a month. The men went to the Immigration shed across the river and next day found some land to rent about 8 miles west of Emerson in the Marae district, named from a small river of that name.

After putting in the spring crop they traded their horses for oxen and moved to their homesteads, near where Clearwater was later established. Nothing having been done on the land they set to work to put up a shack and covered it with hay to secure a covering for themselves and their supplies for the summer. Unfortunately, one day, while my sister who had gone west with them, was baking, sparks from the fire by some means started a fire which burnt up their shack and all it contained, while they were left in the clothes they wore, and with nothing to eat. They, moreover, had very little money and no place within reach to get supplies. There was no place nearer than Nelsonville, 50 miles. However, they got through somehow and built another house; and after breaking season was over they had to go back to their crop at the Marae in order to harvest it.

Our first years in the west were made very uncomfortable by the mosquitos. There were so many sloughs and so much grass that mosquitos were in clouds most of the summer. We had to have what were called Mosquito Bars — about a yard of mosquito net with a rubber band round each end; one band being round the crown of the hat, and the other round the neck. Judging from the sound made by the insects striking the hat, one would imagine it was raining. I have seen them so thick on an ox back that I have seen the men fill their hands by scraping along the top of the back; and it was just like a clot of blood.

The first winter was the Fish winter when everyone fished. Fish was the staple food, the only alternative being fat bacon hauled in from Emerson. This was mostly used to cook the fish in the fat.

There was a flour mill put up in Nelsonville in the summer of '79 which was quite a relief from going to Emerson for flour. The first trip to Nelsonville for flour was early in 1880 when they started out with two carts and oxen, and camped the first night somewhere between the spot where Crystal City now stands and the river at a big slough. It rained all night, but as they had a tent it was not so bad. The trip out was the ordinary everyday experience without anything special to note. After getting their load of flour the return trip started. The first 15 miles was fairly good



travelling for those days, but after passing Calf Mountain their troubles began. This piece of road, which they called 2-8, was nearly a continuous slough for 6 miles, and was considered a day's travel; and very few loads went through complete. Nearly everyone left a part of their load at some of the numerous sloughs. They had the regular luck but often got stuck, and by dint of patience and pushing and carrying got through some of them.

On one occasion they got stuck in one of the sloughs and the hame of the harness broke. Stuck in the slough with harness broken and no tools to repair it, they were faced with an awkward situation. However, by hunting around, they found the clamp of a bunch of shingles. This had a hole in each end but no place to fasten the tug; but as they had some nails and a file to sharpen the shaves, and a chisel which they improvised from a four inch nail, they repaired the harness. It was necessary, however, to get the load through to solid ground, and to do this each sack had to be carried out separately. This was a two man job. One of them would get a sack on his shoulder while the other would go behind to steady him and keep him from falling as the cart was in about two feet of water and mud. This process was repeated 12 times as all the load had to be shouldered out. They had no more breakdowns but it took the day to get through. They got along alright till crossing the Pembina the next day when, as one of the boat loads of flour was crossing the river, by some means the boat upset and four sacks were dumped into the water. But they managed to fish them out again and barring a crust on the inside of the sack, the flour was not much the worse for the ducking. The rest of the trip was without incident until they reached Clearwater Creek where one of the wheels of their wagon struck a root of a clump of willows just as the ox was about to take the water. Both ox and cart were upset, but as this was only 100 yards from home it was not serious.

In August of the summer of 1880 we had a tornado visit us which unroofed a lot of houses and would have unroofed ours but that it was fastened down by pieces spiked on the walls from the plates to the beam bearers. As it was the roof was lifted about 6 inches and I put a quilt in the opening. The roof was sheeted with native poplar and tar paper on that; but the tar paper was practically blown off by the force of the wind, and the rain came in on us freely. Every contrivance was used to keep dry. Two beds had umbrellas over them, and we had a fair supply of table oil-cloth, which was fortunate for us. We had to take the clothes out every chance when it was dry to get them dry — it rained pretty

steadily for a week or two. The men went out to Mountain City for shingles but it was about two weeks before we had a roof that would keep out the water. One house in 1-12, McTavishes, had the roof and top round, of logs lifted off and set down just as it was. They cut a door in the gable end and lived in it until such time as they could get it on again.

In the spring of 1880 I had rather an uncommon experience. Our cousins from Preston had come over to visit us and also our friends the Widmeyers, and I came along with P. Butchart, my cousin, down to Clearwater and expected that Alfried Widmeyer would go back with us; but she was baking bread and could not leave, and it was arranged that I would stay and bake the bread and Miss Widmeyer went to our place. It was no trouble to cross the creek going; but coming back in the evening the creek had risen to such an extent that crossing was impossible without a boat. However, they made a raft of some material, and two men, Mr. Stevenson and Mr. Craven, went aboard; but it was not seaworthy and went to pieces. Mr. Stevenson reached across and Mr. Craven made the other side, and I was left in the Widmeyer's house as housekeeper and Miss Widmeyer went back to our house. It was some three or four days before we got straightened out.

I might say just here that I stayed in Emerson one month and then I took the boat to Winnipeg, leaving Emerson at 3 o'clock and reaching Winnipeg next morning. I was met at the boat by Dr. Robertson, Superintendent of Missions. I made the acquaintance of Winnipeg mud right at the landing and most of what you hear about it is true, for it would gather and stick until it would be a weight to carry around.

I sewed around for some time and then got a job with Stobart & Edens and was there until the following March when I came back to Emerson to return home with mother and the rest of the family who had come from Ontario. We were three on the trip in a covered sleigh drawn by a yoke of oxen.

For store keepers there were Mr. Tatchell, Mr. Reid, Mr. Upton and Mr. McKellar — all these before we had a regular store by Mr. Rogers. Messrs. Coulthard built a grist mill in the summer of 1881 which was running before Xmas of that year and was a boon to the settlement west, as it was the most western mill at that time. Customers came from Turtle Mountains and all the country in between.

About the same time we had been agitating for a school. We had our district formed in the early part of 1881. Having drawn a plan for the school and called for tenders the contract was given

to J. Lawrence, his being the lowest tender. With the exception of some logs he did nothing in the matter, and the trustees, Messrs Laidlaw, McLaren and Coulthard, met him that summer intending to penalize him for not building according to contract. But he threatened to sue them for damages because they had not advised him of the location for the school. The school board were rather indignant and immediately called for other tenders, the contract being given to Peter McLaren and Malcolm Campbell. They went right along with the job and finished it in time for occupation at the New Year.

Our picnics (according to the present meaning of the word) were not very frequent though we had a lot of good times. There was one picnic at Preston easy to remember. It was on May 24th. The whole settlement, that is the younger people, had to walk as there were no automobiles or buggies or carriages. We had one solitary pony and cart which was used to carry the lunch box of the crowd. We had a very enjoyable time, among the amusements being baseball and swings, and a dance at night, the dance apparently having lost none of its popularity from that day to this. The pony and cart came home early and was stopped at our door for some time, probably too long, for the pony and the cart went somewhere and stayed there for a couple of days. When the pony returned, it returned with one shaft of the cart, the cart itself being found later on in the valley into which it had been upset.

For the first summer, 1880, our nearest Post Office was at Mountain City, about 5 miles south of where Morden now stands, and anyone who went out for supplies brought back all the mail for the district. Later on we had a post office at Crystal City and then at Clearwater, the mail service being later extended to Wakopa in the Turtle Mountains.

Aside from personal experience, travelling in early eighties was a serious undertaking and required careful consideration. Our nearest railway, for instance, was at Emerson 100 miles distant, and fifty of those miles ran through the Mennonite settlement where, although you could get shelter for man and beast, and hay for your team, you had to provide most of your own meals. The majority of travellers did this, buying eggs which were plentiful and moderate in price, from the Mennonites. Eating boiled eggs was enjoyed more than partaking of Mennonite dishes.

The return trip to Emerson would take a week, and any time spent in Emerson would be over and above that. Later on there was a good hotel set up 25 miles from Emerson which was called "Brown's". This was a good house and was at that time con-

sidered pretty steep at \$2 a day.

There was also the snow blindness to contend with in the early spring. This trouble usually started in March, just when the sun began to get strong. One can easily imagine the effect of the vast wastes of dazzling whiteness with no dark objects anywhere to relieve the eye. Both men and animals were affected with the blindness. It was a most painful affliction, causing the patients to lay off for a day or two, with their eyes bandaged and a poultice of cold tea leaves or grated potatoes applied to them. The horses and oxen went blind in the same way and would be unable to follow the road.

Grain growing was alright for a couple of years as it was all needed for home consumption, and seed and feed, but later, when there was more land broken and crops were larger, there was a very small price for all kinds of produce. When the railway came to Manitou it was a good two days' trip, and the Pembina hills precluded the possibility of hauling large loads. With the price of wheat, moreover, at 40 or 50 cents, and the farmer's groceries and other small purchases to make, there would never be much money to take home. Consequently land values were relatively low. At that time our taxes were not so high, the taxes on a half section being \$3.50, but these taxes gradually rose.

Our first church service was held in the house. The minister, Dr. Stewart, was stationed in Crystal City, and built his own home, a small two-roomed house. In like manner Dr. Farquharson, our first Presbyterian student, was architect of his own manse at Pilot Mound. The first Anglican minister was Canon Jeffery — then a student — who was stationed at Clearwater. I might say that Mr. Farquharson was drawing a salary of \$600, and on the occasion of hard times one year he dropped \$200 of that, saying he was willing to share in the hard times just as the other settlers.

NOTES ON CLEARWATER

The first building in Clearwater was a dwelling erected by Eugene Widmeyer in the year 1879. The first store was built by Mr. Tatchel. Mr. Alex McLaren erected the first boarding house in 1880 and operated it for a number of years. Rev. Borthwick, a Presbyterian, was the first minister, and St. Paul's Anglican, the first church.

Robert Rogers was the first postmaster, later followed by W. Cranston, J.A. McLaren, H. McKellar. T. Richardson is the present postmaster,

Mr. Sauery was the first C.P.R. agent, later succeeded by Mr.

Bush, Mr. Cole, Mr. Edwards, and today, Mr. W.B. Corbett.

R. Rogers was the first grain buyer, followed by D.A. McIntyre, W.H. Armstrong and David McBean.

First families who settled in Clearwater village included John and Thomas Coulthard, who built a grist mill in the valley. Alex McBean operated a store for many years. Phil. Price too, was an early settler. The first homesteads were taken by the Wiedmeyers and McLarens in 1878.

The village was moved to the new site by horsepower principally, and the use of block and tackle.

How The Son Of A Homesteader Got His Schooling

BY GEORGE MAYO JR.

During the years 1883-4-5 I worked for Harry Cudmore and Aaron Cudmore, three miles south of old Crystal City, attending Sunday School with the family, and although I had made the raise of a new suit of clothes and a hat I still attended church and Sunday School with the same boots and work shirt that I wore every day.

Mrs. Jim McNamee was my first S.S. teacher and I will always remember her kindness to me, even inviting me to her home for dinner after I had started farming, years later.

I attended the Crystal City School when I could. E.L. Taylor was teacher. Nelson Greenway, my seat mate, often helped me through my sums and big words, which I appreciated very much. When I attended school again it was the winter of 1886-87. I went to old Graham school in 1-13 for about six weeks with Dan Stoddard as teacher; then three months to William Cranston at Mount Prospect in 2-15; then to my last school teacher, W. R. Powell, eight months back to old Graham. By this time I had exceeded school age by a good many years, but as I could not get any work in the winter, I did chores for my board and went to school, from which I claim I gained my largest profit. But in the summer of '87 I stayed at home and helped to put the crop in and harvest it, and attended school between seeding and harvest and as that was the year that the old Derby Municipality was giving a bounty of

three cents a piece for gopher tails I did a land office business gathering gopher tails going to and coming from school. Gophers were so numerous I often got 50 to 60 tails before breakfast, or it was time for me to leave for school. This supplied me with money enough to buy my books and clothes.

Then on January 15th, 1888, a beastly cold winter, I got a job on the C.P.R. section, stayed on the section most of '88, but as the wheat crop was such a failure thousands of acres were never cut. Then in '89 between the drouth and gophers, four townships bordering the international boundary cut no crop, and again in 1890, yet I never lost faith in the country as it was the dry year of 1889 I bought my first quarter section of land from the C.P.R.

As I had no way of breaking it up I made a deal with Father to take his team and break acre for acre for him, and although it was very dry work I managed to increase the cultivation on each place by 15 acres. Then in 1890 I got more breaking done for rent for what I had already done. Then I had about 23 acres in 1891 when I started farming on my own account.

I was held back financially by the failures of the crops through drouth and frost. I had very little to start farming but the ten years of experience I gained by the failures and mistakes of others.

Reminiscences Of Goudney

BY ROBERT J. DUNCAN.

It was back in '78 that Goudney, as we now know it, began to take form, and it would require a long and rather complicated story to give an adequate account of the early life of the pioneer settlers. The only one of these in the district is the writer of this sketch, and his memory fails to recall many of the interesting events worthy to be recorded. But for the benefit of the younger generation he would like to relate a few reminiscences.

In July, 1878, Wm. Butchart, from North Carolina, and Richard Preston and son Leonard, from Bruce County, Ontario, arrived a few miles south-west of the "old mound." These were the first settlers of the district, but were soon followed by R. S. Preston, brother of Richard, and T.C., another of Richard's sons, also Peter T., a son of Wm. Butchart. About the same time the Shaws and John McGinnis arrived in a covered wagon from Iowa, where

they had spent some years.

In '79 there was a real influx of homesteaders into the district. These included James Murdock and his nephew Alex, Peter Cram, Hugh Lockhart, R.J. Duncan, the Robinsons, Watsons, McIntyres and others. It was at this time that R.S. Preston moved his family from the east, and Thos. Preston with his family also came and settled in the district. They brought with them a sawmill which was placed on Richard's homestead, a short distance west of what is now known as the Paterson bridge. The writer well remembers going to Emerson in the summer of '79 with a number of neighbors — some with horses, some with oxen — to transport the mill to its site on 13-3-12. He was fortunate enough to own a team of horses, and with these he hauled the engine to its new location, the round trip occupying nearly a week. He recalls that on the return journey the Swiss brothers, Jake and Arnold Buchal, were passengers, and on arrival filed on homesteads.

The district soon became known as "Preston". In a short article appearing in the Winnipeg Press in the winter of 1880 reference was made to the number of towns springing up in the Rock Lake country. "One of the most prominent," it said, "is Preston which takes its name from three families who moved in there one year ago. Being enterprising business men, they already have a sawmill in operation, and are making active preparations for the construction of a grist mill, and are offering free building sites to business men and mechanics who will become permanent settlers. Public improvements are going on in the district, such as building bridges, school houses etc."

The mills were operated by J.B. and Wm., sons of Thos. Preston, and efficient custom work was done for the settlers. In 1879 a post office had been opened in the home of Wm. Butchart, but two years later it was moved to Preston into the store owned by Wm. Hallowell. Unfortunately, about 1882, both saw mill and grist mill were burnt. The former was rebuilt in the valley of the Pembina where for some years it was operated by J. B. Preston, when he had the misfortune to have his arm cut off in the saw. The boiler, in a state of disrepair, can still be seen on the old site.

Those early settlers did not long postpone making provision for educating the youth. Goudney school district was the first to be organized in this part of the province. At the organization meeting, which was held during the winter of 1880, W. Butchart, Jas. Murdoch and D. Shaw were elected trustees. Mr. Butchart was chairman of the meeting and when the matter of location of the school was being decided, although a site on his own home-

stead had been proposed, he broke a tie vote in favor of that on the homestead of Hugh Lockhart. The school house was opened on June 15th, 1881, and Miss Burke, a step-daughter of Rev. John Brown, was the first teacher. She was succeeded by Walt. Sharpe who was teacher from 1882-84. Alex Murdoch taught from 1884-90.

The first wedding in the district took place in the home of Mr. and Mrs. Wm. Butchart when their daughter, Bella, was united in marriage to R.S. Thompson on January 17th, 1881. Rev. Borthwick performed the ceremony and the writer acted as one of the witnesses.

Early records show that these pioneers were not lacking in civic consciousness. R.S. Preston became a member of the Council of Louise in 1882, and was elevated to the office of warden (reeve) in 1886. The tradition has continued throughout the years, for R.J. Duncan served for some years as councillor, and today Edgar S. Preston, youngest son of R.S., and the first white child born in the district, is the respected reeve of the municipality.

It is gratifying to know that the religious interests of the community were not neglected. Before the school house was erected a Sunday School, which met in the log home of R.J. Duncan, was organized. James Murdoch was the first superintendent of the little school which, although it carried on under difficulties, wielded a lasting influence on the lives of the boys and girls.

The first minister to serve the new community was Rev. Mr. Borthwick, mentioned above. But it was his successor, Dr. Farquharson, whose name became a household word, and was a welcome guest in every homesteader's shack, who built broad and deep the foundations of the religious life of Goudney. For many years, in addition to all his other duties on a large parish, he conducted a weekly prayer meeting in our school. And, although many years have passed since then, and the revered doctor has passed to his reward, his influence in the life of the district is still strong, and those who knew him remember with profound thanksgiving the faithful work he did and the permanent results he achieved.



Mr. and Mrs. Peter McLaughlin Had A Long And Useful Career

BY LILIAN McLAUGHLIN BEAVIS.

Early in the spring of 1879 my father, who worked in McClary's Foundry in London, Ont., was told by his doctor that if he did not get out of door work to do he could only promise him a year to live. Consequently he sold his home and furniture and with Mother and the three children, Olivia, Charles and Eva, took train for Manitoba. They had the usual eventful journey that all other pioneers are familiar with. The trip from Nelson in a wagon was hard enough for a man, but with a woman and small children it makes Corrigan's trip to Ireland look like a mere incident. However, mother was of good stuff and they finally arrived at their homestead, 36-1-11.

Their first place of abode was in a tent, I believe, which was near a small slough. The mosquitos, celebrated for size and ferocity, welcomed them with open arms. After the family were in residence two days they were discovered by the Elson boys who were located on the west side of the hill near Eton school. Just a word regarding this fine family. Six sons and every one has a sister, as their father laughingly would tell you. This sweet sister later became the wife of Mr. T.P. Welton, and were our good neighbors for many years.

Well, here the McLaughlin family lived, worked hard, and had a fair share of prosperity. Our first home was log with trimming of sod, and my, how the roof could leak when we had a three days rain. Still, if only we could have some of those rains now, how gladly we would endeavor to dodge the leaks in the roof. With good neighbors such as Will Ingram, Dave Duncan, the Howards, "Non and Essie", and later A. Roe, J. Fällis, J. H. Stewart, Sandy McDonald and many others, life on the prairie was very pleasant.

EYES THAT WERE FAMOUS

Dr. Andrew Stewart was the first Methodist minister, one blue eye and one brown one, that was him, and what a fine fellow he was. His bride was the first white woman Mother saw after a year in Manitoba. My mother baked bread for the bachelors and was somewhat of a big sister to them. Later when they married and the young sons and daughters came to bless their homes, nother was often doctor, nurse and maid of all works. Probably

more of the residents in that district than realize it owe their safe landing to the hands of that gentle but skillful pilot, as one lady, now a resident of Crystal City, very aptly put it; "Mrs. McLaughlin gave me my first bath."

STRAIGHT SODA FOR FRED

In an article written for *The Courier* by Jim Mutch, he mentioned his horse Fred. I can well remember him. It seems he suffered from some internal trouble that only soda could cure. As Mr. Mutch was a bachelor, he was quite often without this necessity, so Mrs. Mac was called upon to supply it. Old Fred was so used to the procedure that he would just stand by the wagon on which Jim was standing, and take his medicine in much the same way as those gentlemen in kilts and bagpipes took their whisky and soda. Well, many years have passed since then and many old timers have been gathered home. The oxen and wagons are things of the past, but who can say we are living in better times today. Where is the peace and serenity and real hearty friendliness of those good old days?

Seeking A Homestead

BY JIM MUTCH.

When I was old enough to take a homestead my father, who was always generous to his boys, would have given me part of the home farm. This we decided, was unnecessary, as there was then plenty of Government land available, so it was decided that I would find a homestead. Frank Wood, who lived near Pilot Mound, about my own age, was eligible to do the same, so we arranged to make the trip together.

We were fitted out with an ox and cart. A horse and buggy was out of the question in those days, so an ox and cart it had to be. The ox, black in color and Blackie by name, a good walker and a good disposition, taking life as a matter of course, left mile after mile behind him, with no thought as to the ones ahead. The cart to which he was attached, a Red River cart, constructed entirely of wood, was somewhat noisy, unless you kept the axles well lubricated. This meant work for Frank and I and work was something we must have agreed to eschew, for our cart was noisy.



indeed. The cart seated us two comfortably, with room at the back for a box which held our eats. We also had a tent tied to the side of the cart in which we slept at night. At the end of a couple of days travel we reached Pan Cake Lake. A shanty had been built there for the accomodation of travellers like ourselves, a very welcome shelter in a storm. Many who had stopped there left their name and address. One left a verse below his name, something about ballroom fairy dance. Up bright and early next morning, had breakfast, hooked Blackie to the cart — he had been feeding long before we were stirring — and we were ready to march on. We made good progress that day, and were glad to pitch our tent and go to sleep. Through the night we were wakened by a rainstorm, bad enough to arouse Frank and I from the land of Nod. Either our tent pins were too short or had not been driven deep enough, the wind came with the rain and lifted the tent, so we certainly got a bath without any effort on our part. Next day we were in the heart of the Turtle Mountain district. We got a list of land available for homesteading from the Land Titles Office, and started to chose a half section each. After a lot of walking and examining many parcels we finally chose a section between us. We even decided which half each would have. We stood then and pictured in our minds what we would do with this piece of land. In my mind's eye I could see a nice house, good stabling for fine animals, a grove of trees, shrubs, flowers and lawns, even hoped someone else might help to make this home what all Canadian homes should be, when I was awakened out of my reverie by Frank saying: "This land we cannot have, it is an odd number," which meant it was railway land and priced at so much an acre. As we did not see any other piece that suited us we turned Blackie's head toward the east.

THE LURE OF A BASEBALL GAME

We then remembered that there was a baseball game on July 1st at Pilot Mound in which Frank had to play. If there was any doubt in our minds as to what we should do, the fact that we should be in Pilot Mound by that date decided us to keep on east.

Next day we got to Wakopa, and as our provisions vere about gone we had to lay in a stock, for we had about three days travel before we could get supplies. At a Hudson Bay store there we got sea biscuits, sugar and syrup. We soaked the biscuits in hot tea as they were very hard and would keep for years. We were glad to get to Badger Creek two days later. Mr. McKibbin and sons lived there and were good enough to give fellows like us a

meal and, as far as possible, a bed. Frank and I did not need the bed but we did ample justice to the meal that was made up of bacon bannock and jam, and I want to tell you we surely did enjoy this meal, for with all due respect to lady cooks, a bachelor on the prairie can make a bannock that cannot be beaten by any one. After we had eaten, Mr. McKibbin took us up the bank to a high spot on the prairie; he straightened himself and at the same time extended his arm full length saying: "Boys, as far as you can see there is homestead land still available." It was too late, and we thanked him for his interest in us, but refrained from telling him about the baseball game on July 1st.

Finally we reached Crystal City. The first man we met there was John Hettle who was selling Maxwell machinery. We had to pass his warehouse which was at the outskirts of the village, he stopped us and said: "Where did you locate, boys?" When we told him we had not located at all, he just looked at us and without saying a word laughed long and loud.

Well, my trip was over and I was glad to be back home again. It was probably better that we did not homestead, for we both farmed in Louise. Father and Mother were not sorry I did not get land in the Turtle Mountain Country. When Father learned I would farm nearer home he smiled and started filling his pipe, a sure sign he was feeling O.K.

Further Memories Of Home And Parents

BY IDA ELSON WELTON.

My Father, John Elson, came from Devonshire, England, with his parents when a small child. They settled in Port Hope, Ontario, but later moved to London, Ontario. My Father and a younger brother saw the first railway train come into London. When moving from Port Hope to London they travelled by wagon. The roads were very muddy. My Mother came from the Isle of Man, England, with her parents when a small child. They settled in Kingston, Ontario. Her Father died there and later her Mother and other members of the family came to London.

The Sunday School we attended in Ontario gave my Father a box of books to start a Sunday School in Manitoba. For a long time we held Sunday School in our own home. I have pleasant

memories of those happy Sundays. My Mother and Father were Methodists.

In the winter of 1882 and 1883 there was lots of snow. A few feet from around our house was a big drift of snow. We had six steps made in the snow bank to go up. That winter a deep sorrow came to us. My Mother was not very well and was taken seriously ill in the latter part of February. On the 12th of April she passed away and was laid to rest in Crystal City Cemetery on the 15th.

I can never forget how kind and thoughtful Dr. Riddell was to us. When he told me my Mother would never be better, he said: "You will be a brave girl, wont you?" All our friends were very kind to us in our deep sorrow.

My parents made every one welcome to their home. They kept open house and tried to be of benefit and help to each one, both old and young. Their influence was always for good. I have always been thankful for Christian parents and a Christian home. It is homes such as theirs which have left a lasting impression on that part of Southern Manitoba.

Tales Of The Pioneers

George McWilliam, of Snowflake, now a resident of Vancouver, had many a good story of early times.

An enthusiastic homesteader was wont to say in forty below weather: "Sure it's cold but you don't feel it." Here was one who did.

"One day after a period of 40 below zero weather when provisions, fuel and feeds for the stock were all running low, a severe blizzard set in from the north east.

Midst the howling of the storm came a knock on the door of our shanty and in walked a bachelor neighbor. With his buffalo coat full of snow, icicles hanging from his whiskers and eyebrows, his nose and cheeks frozen, it perhaps was unnecessary and even actless on my part to offer comment, but by way of some kind of greeting I remarked: "It's a cold night."

"Cold!" roared the b. n. "I wouldn't trade one acre of hell right now for the whole damn country!"

Petticoats were an important part of a woman's dress in homestead days. Mr. Cameron, a "Hielander", would tell how two

very young calves became frightened and scampered wildly over the prairies. No man could get near them, but finally Nellie Ditchfield overtook the calves and coaxed them to her. With nothing in her hand how could she hold them? With the ingenuity and resourcefulness of the brave little woman that she was, she tore her petticoat into strips, made ropes and led the calves home.

Sam Graham homesteaded north half of Section 2-1-12, built his bachelor shack, bought a yoke of oxen and proceeded to "bust up his claim." His fame as a crack rifle shot in the army need not have followed him, for he soon established his prowess as a mighty hunter with no false modesty in trying to keep his exploits hid.

Sam felt that his oxen as a means of transportation were an impediment in winning the favor of the fair sex, and soon a nice little team of grey horses took their place, which were in constant demand for taking young people berry picking, or to parties.

Came the time when a young lady of the community was to be married and Sam was invited to the wedding in the bride's home.

Sam took all the incidents of the ceremonial hour in his stride, but when the wedding feast was well under way the subject of deer hunting could no longer be suppressed. Sam excelled himself. A noble buck had been raised, and faced the enemy at an extremely long distance. Sam fired. The deer made off on three legs. Sam followed, sighted him and again his shot took effect. In his excitement in telling the story a third and fourth shot was fired when the minister, the Rev. Andrew Stewart, he with the twinkle in his eyes, exclaimed: "Hold on Sam! Hold on! Hold on! You've already shot his legs. He must be running on the stumps."

Sam moved to Vancouver. Besides being an excellent shot and story teller he was a good gardener, and he found opportunity in that line in the western city, where he lived to an advanced age.

MOWBRAY DISTRICT HAD A FAMOUS HUNTER

One of the most picturesque spots among Manitoba's many places of surpassing scenic beauty, is to be found on the Pembina River, not far from the modern crossing built in 1939 for the Langdon-Darlingford Highway.

The little village of Mowbray, with its Public School a few feet from the United States, was more famous for the fine families that homesteaded the land north, west and east of it than it ever was for any other feature.

The Pembina Valley gave shelter to game, including deer. Income from furs became of major importance in years of crop failure. A rich harvest of food supplies from the hills and valleys



of the Pembina encouraged practice in accurate shooting and hunters of note were thus trained. The Hustons, Johnstons and Jacksons produced many hunters who brought home the venison.

One famous hunter known as "Andy" made regular trips as far west as 1-11, in the Canada Goose and Sandhill Crane seasons.

These walking trips required good feet, and the story was told that Andy developed a most troublesome corn on one of his toes.

Summer was passing and no relief. The time for the wild game to appear was coming near. Quoth Andy: "Niver a Sand hill crane can I stalk with me feet all crippled up with a corn like yon; sure I'd be better off without the toe," and taking down his gun he promptly shot off the offending member.

The legend affirms that the foot healed up and Andy bagged more than the usual number of cranes, geese, ducks and prairie chickens that fall and was in fine fettle to attend to his trap lines when winter came.

The deep black soil of the Snowflake district, free of gumbo, reasonably free of stones and ready for the plow, was a great attraction for the settlers from farms in eastern Canada that were covered with a dense growth of unmarketable timber. Almost all the homesteaders coming to the Snowflake district with the Thos. Greenway party, or later, prospered, and many comfortable homes in that district, of the present day, were built by the men who began life in Manitoba in a sod hut or a log shanty.

Many of the first settlers who selected the heavy black loam of the Snowflake district were experienced farmers from Huron County, Ontario, and the district soon became famous for good cattle, horses and other stock. As time went on Snowflake was one of the first communities to build a consolidated school.

Many names of early settlers appear elsewhere in these stories but among others the Handford, Robertson, Findlay, Shilson, Dew, Sims, McWilliams, Fyfe, Headrick, Motherall, McAuley, Manning, Hicks, Connor, Maxwell, Drew families took a large part in building up this fine agricultural community.

Sam Handford lived past four score, having served in many public offices, including a government appointment. Mrs. Handford, who retained her faculties to an advanced age, in chatting with the editor in 1937, told how she came to Manitoba by steamboat; not through Hudson Bay, as had the Selkirk settlers, but from the south, down the Red River. Hers was a record of successful motherhood.

The Shilson men really made money farming, then invested their money successfully.

Outstanding in this respect among those who came later were such men as John Fallis who, with his capable wife, made their way from poverty to affluence, an example of industry and good citizenship for their sons and daughters and their community.

Pioneer Homesteaders Hold Jubilee Celebration In 1928

Fifty years after the first homesteads were taken in Rock Lake district, that is, June 15, 1928, a monster Picnic was held on the shores of Rock Lake. The report in the Courier was as follows:

JUBILEE CELEBRATION STIRS OLD MEMORIES

The first annual picnic, to celebrate the opening of the district for settlement in 1878, was carried out successfully in spite of threatening clouds in the forenoon and a deluge of rain at the conclusion of the patriotic program. Hundreds of cars carried full loads of passengers to the lake, from all directions, and many friends were re-united who had not seen each other for years. Every moment of the day seemed to bring pleasure and variety, and many expressed the hope that the celebration be an annual affair.

The patriotic program was greatly enjoyed. All the speeches were more or less reminiscent of pioneer days and attention was repeatedly drawn to the magnificent heritage handed down to the rising generation by those who braved the vicissitudes of pioneer days.

The Chorus by Pilot Mound school, conducted by Mrs. Patterson, was greatly appreciated. Two little girls from the Glenora school, accompanied by the Rock Lake dance orchestra, sang very appropriately Silver Threads Among the Gold—a lovely number. As always Crystal City school drill won much favorable comment.

Innovations that delighted the crowds were the Bagpipes, played by Piper McLeod of Mowbray, and the Fife and Drum band from Clearwater. The Massed Band also rendered splendid service.

Rain interfered somewhat with the baseball games. The first game between Clearwater and Pilot Mound went to the former, and Crystal City won over Glenora. Owing to a dispute between the first two teams Manager "Bill" Gibson withdrew his team and Clearwater again played Pilot Mound in the evening, the former winning.

The splendid opportunities afforded for bringing together the people of the district in a friendly way made the celebration of untold value.

The following constituted the Patriotic Program: O Canada—led by the Band; Chairman's Speech—D. A. Stewart, ex M.P.;



Song—Dorothy Lindsay and Winnie Collins, Glenora School; Address—Crystal City speaker, Wm. Greenway; Chorus—Pilot Mound School; Address—Snowflake speaker, J. T. Robertson; Patriotic Selection—The Band; Address—Pilot Mound speaker, J. B. Baird, ex M.P.; Drill—Crystal City School; Address—Clearwater speaker, Hon. Robt. Rogers; Speech—J.L. Brown, M.P.; Speech—J. C. Downie; God Save The King—Band.

Early next year in 1929 the Old Timers' Association organized for another Picnic. The report of the organization meeting was as follows:—

Rock Lake District Old Timers' Association was permanently organized at a meeting held in Hon. J. B. Baird's office at Pilot Mound, on Monday evening, May 27. Representatives from Crystal City, Clearwater, Pilot Mound and Glenora commented enthusiastically on the successful celebration held last year, and Mr. Parr, the chairman, advised the meeting to organize on a permanent basis if it was the desire of the meeting to hold a picnic this year. Organization was at once proceeded with, resulting as follows:—Pres.—A. G. Fyfe; Vice-Pres.—J. Wilson; Sec.-Treas.—T. G McKittrick. Other members of the executive committee: Geo. Simpson, Glenora; D. A. Stewart, Pilot Mound; John McDonald, Purves; Thomas Coughlin, Clearwater; Lyman Robinson, Dry River; R.T. Robertson, Snowflake; O. Howard, Mather.

The time for the 1929 picnic was set for Saturday, June 15, at Avery's Park, Rock Lake.

A Program Committee was appointed as follows: The Secretary and Dr. Corbett, of Crystal City; R. W. Tuckwell, of Pilot Mound; R.J. Burgess, of Clearwater; Jas. Wilson, Glenora.

Ground Committee: R.J. Sharpe, Crystal City; Frank Nelson, Pilot Mound; Frank Simpson, Glenora.

Sports Committee: Alex Taylor, Crystal City; John Gardiner, Clearwater; Geo. Coulthard, Pilot Mound; R. Galloway, Glenora.

Finance Committee: J. D. Robertson, J. Wilson, J. E. Elson, and Norman McKellar.

All the ministers of the district are asked to act as a committee in arranging for, and holding a patriotic Sunday service.

The Women's Institute ladies are asked to continue the work of registration, so well begun last year.

The Reception Committee is: Hon. J.B. Baird, D.A. Stewart, ex M. P., and P. B. McLaren; Mrs. Hon. Thos. Greenway, Mrs.

J. L. Brown, Mrs. McGregor, Mrs. Wm. Gardiner, Mrs. Dr. Ferguson, Mrs. Wm. Coulthard, and Mrs. Frank Schults.

The Courier report of this celebration was as follows:

PATRIOTIC CELEBRATION ATTRACTS LARGE CROWD AT ROCK LAKE

The most noteworthy feature of a successful celebration, commemorating half a century of advancement since the first homesteaders settled on the plains, was the presence of close to one hundred Pioneers at Rock Lake Picnic Grounds on June 15th.

Some of these were escorted to the platform in triumph, but the most of them preferred to mix with friends, young and old, in the crowd, which was variously estimated at from three to five thousand people.

AIRPLANES BUSY

Two airplanes from the Northwestern Airways carried up passengers all afternoon and evening and the pilots in charge, Messrs Straight, Baker and Crosby, deserve great praise for the splendid efficiency shown in conducting their enterprise. Perfect take off and landing characterized the work of these daring airmen. Around 75 passengers saw Southern Manitoba from the air.

FAST GAMES OF BALL

The Basket Ball Tournament, won by the Crystal City High School girls, was a popular event. Pilot Mound girls won well deserved applause in a game played with enthusiastic ardour in spite of terrific heat.

In the men's Softball Tournament Pilot Mound won first place and Clearwater second, in well contested games.

The dance in the evening attracted a huge crowd.

Rock Lake, famous as a fisherman's paradise, outdid itself by yielding up a pike stated on the best of authority to be as long as a boat.

The platform programme included addresses by the veteran chairman, Mr. D.A. Stewart, ex M.P., Dr. Cleghorn, Mr. Wm. Greenway, and Mr. Straight of the Airways; also a Trombone solo by Mr. Oleson; Fan Drill by Crystal City Schools; Chorus by Pilot Mound Choir; Solo by Mrs. Patterson; Violin solo by Miss Dorothy Greenway; Drill by Pilot Mound Schools; Reading by Mrs. Perry, Clearwater, and Miss Emerson, Glenora; Orchestra numbers by the Morrow orchestra of Pilot Mound.

Expenses were defrayed by a generous collection taken during the afternoon.



A THREE DAY STORM

(From Badger News in Pilot Mound Signal, of March, 1882)

We were visited here by a storm of unusual severity. Commencing on Friday afternoon it continued to blow a perfect hurricane throughout the whole of Saturday and Sunday up till 5 o'clock Monday morning, when it calmed down. The wind blew with such velocity it was found impossible, unless in sheltered places, to attend to the feeding of stock. The snow has been driven into large banks, filling up the ravines to the depth of 10 or 12 feet, which will impede travel and work for some time. Several very narrow escapes from perishing were made by some persons on the road between Clearwater and the Badger, who thoughtlessly left the former place on Saturday morning.

The Freeholders and householders of the Badger Creek School District held their first school meeting on Saturday, the 25th, for the election of Trustees, and other business. The following were elected Trustee:—John Turnbull, Edwin Heat and Andrew Sutherland. It was resolved to accept the offer of D. L. Kean, Esq. of Emerson, of one acre of land in the townsite of Cartwright whereon to erect the school house; and to proceed with the work of building one.

Some inquiry has been made in the Emerson International about the "City of Cartwright," as to its size, number of places of public worship, educational institutions, hotels, stores &c. For the general information I may as well for once the 'plain, unvarnished truth unfold.' The City of C. consists of one log house and stable, which in the distance might easily be mistaken for a snow-bank, and the natural advantages claimed for the location are really to be found two miles further up the Creek, where the banks are low and level, bridging practicable, and mill sites, that can be utilized and approached.

APOLLO AND THE THREE GRACES IN THE SNOW

(Taken from the Pilot Mound Signal, 1882).

Among the many incidents of the storm may be related the following: Councillor G. (& A.) had been to a social gathering and had returned as far as G. Grove when overtaken by the storm which delayed him and his three Ladies Fayre until morning.

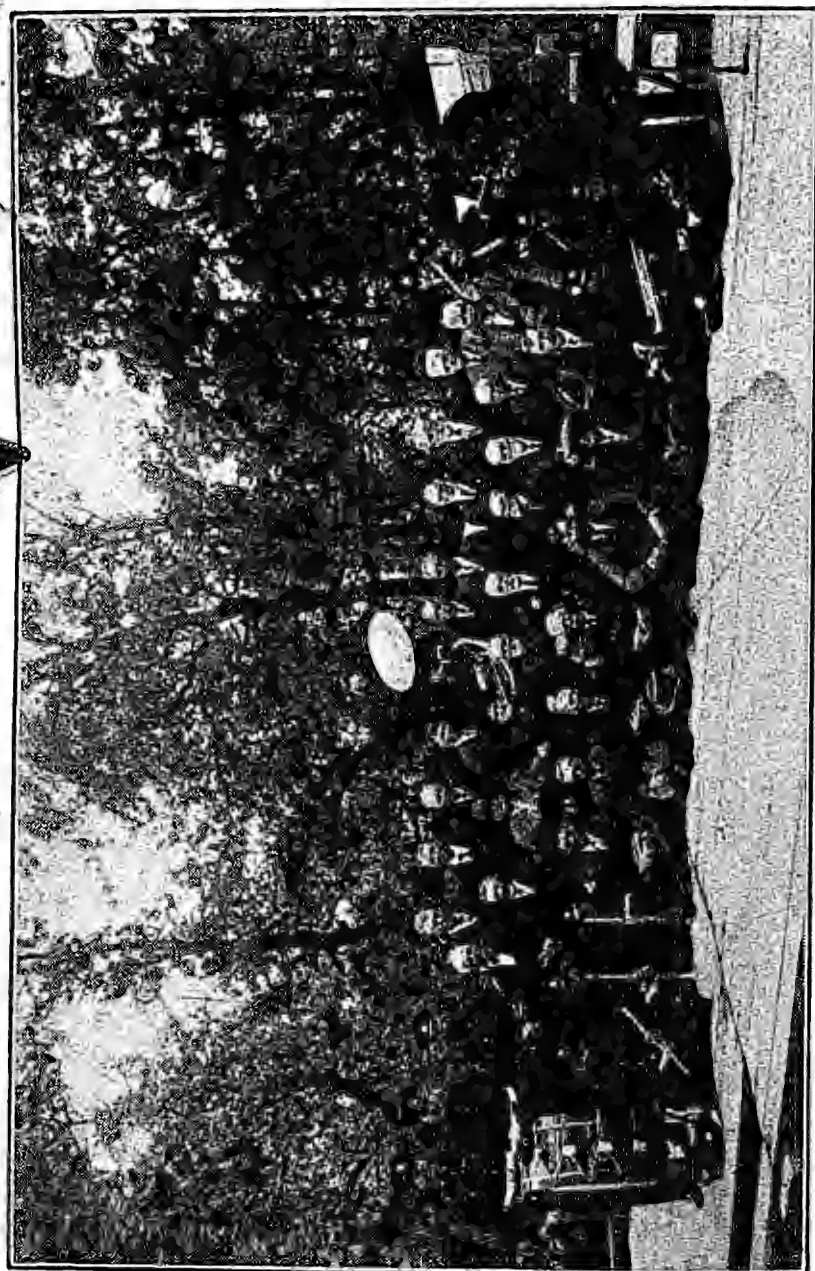
They then hitched up their horned steeds and started homewards, but had not proceeded very far when the unwelcome conviction forced itself upon them that their team could not proceed, so they turned the horns of the beasts toward the east and started them on the back track, but the fair ones were going home, and home they would go in spite of snow or anything to the contrary. Our friend G. coaxed and threatened, but all to no purpose, so finally, after wishing them in a land where snow is unknown, he started to break the snow for his fair charges. Like Apollo followed by the three Graces, they made their way over, or rather through, the snow for twelve miles, and Jamie says he didna think it was like Comin' thro' the Rye, neither did he feel like singing Kate Dalrymple.



Right—JOS. JILLET
Pioneer of Snowflake, Man.

Left—
Mr. and Mrs. L.J. TREBLE
Crystal City Pioneers





JUBILEE PICNIC 1929

Following the 1929 Picnic Program Mr. A. Morrish, photographer, grouped as many pioneers as could be hurriedly located, with the oak and poplar grove as a back ground and flanked by members of the Brandon Military Band. Back row, left to right—Three bandsmen; W. J. Porter, A. E. Cramer, Baldur; D. B. Graham, Pilot Mound, hardware merchant; Geo. Gilbert 2nd, Clearwater, farmer; bandsman; John Geddes, Crystal City; Robert Duncan, farmer, Goudney; Thomas Bell, farmer, Clearwater; John McDonald, farmer, Purves; W. Landerkin, farmer, Purves; Rev. John L. Brown M.P., Floral; Centre Row, left to right—James Wilson, Marrinhurst; Peter B. McLaren, Clearwater; Wm. Baker, Crystal City; Ex. Counc. David Potter, St. Lawrence; Ex. Counc. Findley McEwen, Cypress; Ex. Counc. J. J. Ring, Crystal City, Ex. M.P. D. A. Stewart; Frank Bell, Little Prairie; Hon. J. B. Baird, M. L. A.; Ex. Counc. T. G. McKitrick. Front Row, left to right—Councillors J. B. Ring, J. V. McCoy, Jas. Moir, Wm. J. Hewitt, Robert Perfect, Reeve; Andrew Sharp, the Treasurer, wearing his cap.



LOUISE COUNCIL OF 1893

Louise Municipality in 1893 still extended from the Pembina River on the east to Cartwright on the west. The Board consisted of six Councillors, the Reeve, Clerk, Treasurer, Assessors and Auditors. The splendid type of men that homesteaded the lands in Rock Lake district is well illustrated in the photo herewith showing the 1893 Board. Names, back row, left to right—Councillors John Affleck, Clearwater; John Graham, Pilot Mound; John Pollock, La Riviere; John Stewart, Crystal City; Joseph Lawrence, Mather; Andrew Laughlin, Cartwright.

Front row, left to right—W. A. Donald, Pilot Mound, Treasurer; Wm. Cranston, Clearwater, Clerk; James Morrow, La Riviere, Reeve; R. S. Preston, Pilot Mound, and James Laidlaw, Crystal City, Assessors.



Tales of the Pioneers

FREIGHT BOAT SAILOR ASSINIBOINE RIVER

John Spearman, who purchased the Watson farm north of Crystal City, landed in St. Boniface April 17th, 1881, with his fortune, ten dollars, sewn in his underclothes, which were sent to the laundry. His first taste of western honesty came when the \$10 came safely back next morning. Work was obtained driving piles for the first Louise bridge, then as a wheelbarrow engineer on the R.R. grade east of Winnipeg, where it crossed the Wolsely trail.

He next took work on a freight boat plying between Portage La Prairie and Grand Valley (Brandon), on the Assiniboine River. Here the Post Office was in a farm house about where the mental hospital now stands and so high was the water the steam boat was driven close and the mail handed out of an upper story window. The water, raging high at Treesbank, drove the boat, at sharp bends in the river, through the tops of poplar trees. The entire valley being one great river it was impossible for the captain to hold the ship to the regular river channel. The deck hands had no beds but found shelter on the leeward side of a huge box. Their food was sandwiches out of a basket with coffee out of a huge pail, using tin-cups.

Work was found with the C.P.R., but soon he joined a party of seven to explore the Souris country for land, wading through sloughs and streams, the taller men assisting the shorter men, as they held their grub stake bundles high above their heads. On the return journey five out of the seven "played out". One died soon after. In relating how he and another young man from St. Thomas, Ontario, carried the camping outfit for the last ten miles, finally setting up the tent in Brandon, Mr. Spearman added: "In this new unconquered country victory was to the strong and to those with Derry Wall determination." Returning by boat to Portage and train to Winnipeg the men helped lay the rails on the new Louise bridge, working from Saturday morning to Monday evening, fifty hours, without sleep.

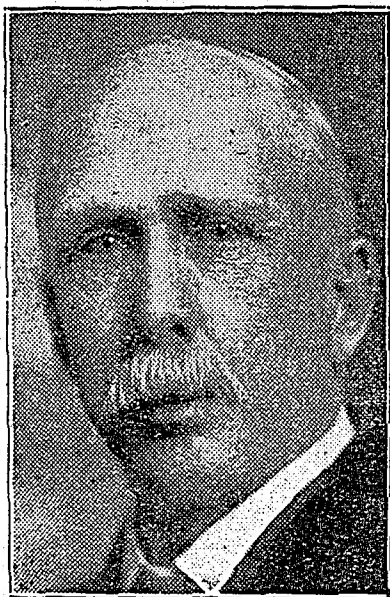
Said Mr. Spearman: "When I think of the hardships experienced by the early settlers, I realize that we were all builders for the oncoming generations."

End Of A Long Pioneer Trail

Examples might be cited showing that a majority of the early pioneers enjoyed long and vigorous lives. J. W. Greenway, Commissioner of School lands, died April 23, 1928, at the comparatively early age of 67. Wm. Garratt died June 16-'28, at 92; Malcolm Campbell, Sept. 28-'28, at 77; Malcolm McKellar, Oct. 28, at 80; S.P. Hunter, November, at 80; John Elson, Dec. 8, at 94; Mrs. Adam Maxwell, Dec. 15, at 77; Mrs. Thos. Sando, Apr. 1929, at 73; Mrs. D.G. McIntyre, July, at 73; Mrs. Jas. Martin, Aug. 12, at 71; Wm. Greenway, Jan. 13, 1930, at 84; S.B. Lynes, Apr. 7, at 75; Tom Phillips, June 30, at 83; Mrs. A.J. Kenny, Nov. 3, at 79; G. Robbins, at 89; Mrs. A. Murdock, 1931, at 75; Eli Shilson, Sept. 4, at 75; James Collins, Feb. 19, at 84; D. Potter, April, 1933, at 87; Luther Manning, May 13, at 77; Mrs. Wm. Legary, at 81; A.B. White, at 78; Mrs. Robt. Dew, 76; Public School Inspector T. G. Finn, died at the early age of 69, March 15, 1934; A.A. Seely, Apr. 17, at 81; Mrs. Mary Brisbin, Aug. 8, at 73; Peter B. McLaren, Oct. 5, at 75; Mrs. Thos. Greenway, at 79; Jos. Jillett, at 85. In 1935 Mrs. James Cuthbert died at 85; Sam Rutherford, at 71; Mrs. Wm. McKitrick died June 5, age 103 years, 8 months and 2 days; Thos. Howard reached 90; D. Shanks, 78; Mrs. D. Potter, 84; Wm. Landerkin, 79; Mrs. Jas. Collins, 90; John A. Stuart, 81; Andrew Sharp, 79. Public School Inspector E. Best lived to the age of 83; Mrs. A. McAuley, 81. Robt. Dew died Feb. 6, 1936, at 82, and on March 17, Jos. Haire, who had moved to Edmonton, was 100, and still plowing gardens every spring. Mrs. J. B. Smith died at 92; Geo. Broughton, at 76; Mrs. John Handford, at 90; Jos. Gosnell, at 74; Jas. Graves, at 75; Mrs. J.M. Campbell, at 74; Geo. Watson, at 82; Jim McKnight, at 80. Mrs. Geo. Helem died August, 1936, at 82, and Mrs. James Fyfe, at 86. N.C. Argue died at 73; Mrs. Wm. Moore, at 76; Newton Greenway, at 72; David Duncan at 73. Jos. Bere reached the age of 85, and D.A. Stewart, ex. M. P., 87; Thomas Morrish also 87. Mrs. R J. Duncan was the first of the pioneers to pass on in 1937 at 77. Mrs. Peter McLaughlin also in Jan., at 86. John E. Gunn died in February at 80, and Mrs. John Fallis in April, at 74. Public life did not always shorten the days of the pioneer. Ferris Bolton, M.P. for Lisgar, died in that year at 84. Jos. Byers died in June, at 79; Mrs. Geo. Kerfoot in Sept., at 88; Geo. Landerkin in Oct., at 77; Mrs. Geo. Robbins, at 92; John Spearman in Nov., at 83; James Fyfe in Nov., at 90; H. Manning, at 70. Miss Annie Werry had a long experience in the for-

eign Mission field, her death in Canada Dec. 20, 1937. Mrs. Spearman and Mrs. John McKellar both died Jan. 21, 1938, at Rev. T.G. Bethel died at the early age of 68 in the west. Mrs. T. Rand died at 72; W.B. Gray at 73; Karl Lundgren, at 76. Baker died Aug. 30, 1938, at 95; John Geddes, Sept., at 85; Luther Manning, at 82; John E. Horn in Oct., at 81; Mrs. Handford, Oct. 27, at 84; Mrs. John McKitrick on Nov. 17 at A.E. Rogers died Feb. 2, 1939, at the early age of 66. A. N. reached the age of 92; Jos. Haire, on March 17, 1939, celebrated his 103rd birthday by taking a joy ride in an aeroplane. Mrs. J. Tole died April 1, 1939, at only 65; Mrs. Geo. Stewart in Ont April 5, at 74; John Quance lived to 78; T. C. Cohoe died April 1939, at the early age of 61; Mrs. P. Odell at 78; A. W. We May 3, at 77; E. M. Ridgeway, August 30, at 66; Hon. J. Baird, November 6, at 81; Mrs. W. H. Davis, Nov. 10, at Mrs. James Armstrong, Nov. 16, at 87; Mrs. D. A. Stewart, N 13, at 92; Albert Howard, Nov. 21, at 88; Geo. Grice, Dec. 21 80; and as in the case of so many pioneer couples Mrs. J. B. Bason followed her husband, Jan. 22, 1940, at 83 years of age.

At the date of publishing, March, 1940, it is a joy to observe the array of rugged pioneer homesteaders still with us. John I. Donald and Coleman Hoggarth of Purves; R. T. Robertson, I. Cavers and R.J. Duncan of Pilot Mound; Jas. McGregor, Fra and Thos. Bell, M. McRae, of Clearwater, all well past four score. F. McEwen, of Glenora, and Wm. Coulthard, of Mather, both over 90; all those and many more are, with their vigorous, healthy outlook on life, an inspiration to the younger men and boys of the growing nation.



—Left

Hon. James B. Baird

Member for Mountain and
Speaker of Manitoba Leg-
islature during regime of
Premier Norris. A well
loved citizen and pio-
neer merchant of
Pilot Mound.



—Right

John C. Downie of 1-12

For many years Governor
of Manitoba Provincial
Goal; now retired, but
active and useful in
community service.

